

Intimation.

Powell's
Furnishing

Department

FIRST FLOOR
Alexandra
Buildings.

CURTAINS

MADRAS MUSLIN

White and Ecru
Frisled 2 Sides
52 in. 60 in. and 70 in.
wide
in various patterns.

FLOUNCEDMADRAS
BRIDE BLINDS.

White and Ecru
24 in. and 36 in. long.

HARNESS MUSLIN

in
White and Ecru
Frisled 2 Sides
in
Spot and Fancy De-
signs.

HARNESS MUSLIN

in
White and Ecru
unfrilled, 48 in. wide
Fancy Patterns.

PLAIN BOOK

Muslin Curtains Frisled
all round
3 1/2 yards long
in White and Ecru
\$4.50 per pair.

LACE CURTAINS

in great variety in
White, Ivory and Ecru.

POWELL'S
Alexandra
Buildings

Hongkong, 30th May, 1910.

Consignees.

OSAKA SHOEN KAISHA.

NOTICE TO CONSIGNEES.

THE Company's Steamship
"TACOMA MARU,"
FROM TACOMA, JAPAN & MANILA.

The above mentioned Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for Countersignature, and take immediate delivery of Cargo from alongside.

Cargo impeding the discharge of the Vessel will be landed at once at Consignees' risk and expense.

Cargo remaining on board after SATURDAY, June 11th, 1910, at Noon, will be landed and stored at Consignees' risk and expense.

Cargo remaining undelivered after the 15th instant, will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godown, where they will be examined on 15th instant.

No fire insurance will be effected by us in any case whatever.

OSAKA SHOEN KAISHA.

Hongkong, 6th June, 1910.

NOTICE TO CONSIGNEES.

THE P. & O. S.N. Co.'s Steamer

"ARCADIA,"

FROM BOMBAY, COLOMBO & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings the Cargo—

From London, &c., ex s.s. Macedonia.

From Calcutta, ex s.s. Syria.

From Persian Gulf, ex B. I. S. N. and B. I. S. N. Co.'s Steamer.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 14th inst., at 4 P.M., will be subject to rent.

No fire insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 8th June, 1910.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE "BEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBROUGH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriters on or before the 8th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO. Agents.

Hongkong, 7th June, 1910.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES

STEAMSHIP "GHAZZE."

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriters on or before the 8th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst., at 3 P.M.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DODWELL & CO. LIMITED, Agents.

Hongkong, 8th June, 1910.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"MISHIMA MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, to-day.

Goods not cleared by the 15th June, will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 8th June, 1910.

COMING CIVIL LIST FOR KING GEORGE.

HOW COMMONS PROVIDE FOR ROYAL FAMILY.

On the death of the Sovereign it becomes necessary for Parliament to decide as to the future support of the royal household and the proper maintenance of the honour and dignity of the Crown during the new reign; otherwise, to frame a new Civil List. The House of Commons, before this session closes, therefore, must pass a new Civil List Act, allocating sums to defray the personal expenses of the King and Queen, the upkeep of the royal establishments, the payment of civil officers, and of pensions.

The support of the Queen-Mother is already provided for by Section 5 of the Civil List Act, 1901, passed on the accession of King Edward.

In the event of her Majesty Queen Alexandra surviving his Majesty the King, there shall be paid to her during her life an annuity of £70,000.

At the beginning of every reign the monarch surrenders his hereditary right to the revenues derived from Crown lands and forests, and some minor sources of income, the proceeds of intestate estates, surpluses derived from the Channel Islands, droits of Admiralty, fines, etc. These revenues now go into the Consolidated Fund (which is the united product of various taxes, etc., whence the interest of the national debt and other charges not dependent upon the annual vote of Parliament are paid). A portion of this fund, by special Act, is granted for the support of the royal family, and called the Civil List.

CROWN LAND AND PALACES.

These Crown lands and other revenues, when Queen Victoria came to the throne, were worth £150,000 per annum; in addition, the rent of the royal palaces and parks was worth another £60,000 annually. This total of £210,000 Queen Victoria surrendered, and in return received by the Civil List £85,000. This was an increase of £75,000 on the sum granted William IV.

The late King, in his speech at the opening of Parliament in February, 1901, the month following the death of Queen Victoria made reference—in words which King George V. will repeat—as to the necessity of providing for the royal estate, as follows:

"The demise of the Crown renders it necessary that a new provision shall be made for the Civil List. I place unreservedly at your disposal those hereditary revenues which were so placed by my predecessor, and I have commanded that the papers necessary for a full consideration of the subject shall be laid before you."

Subsequently a Select Committee of the House of Commons, of both parties, was formed to consider the framing of a new Civil List, and a message which had been sent to the House of Commons by the King, which ran:

"His Majesty, being desirous of making competent provision for the honourable support and maintenance of his son, the Duke of Cornwall and York, his daughter in law, the Duchess of Cornwall and York, and his daughters, the Princess Louise, Duchess of Fife, the Princess Victoria, and Princess Charles of Denmark (now Queen of Norway), and being further desirous that similar provision should be made for her Majesty the Queen in the event of her surviving him, and for the Duchess of Cornwall and York in the event of her surviving the Duke of Cornwall and York, recommends the consideration thereof to His Majesty's faithful Commons and relies on their attachment to adopt such measures as may be suitable to the occasion."

QUEEN VICTORIA'S LIST.

The sums which had been granted by the Commons in the Civil List Act for the reign of Victoria were as follows:

List A.

Civil List, £385,000

Prince of Wales, £40,000

Princess of Wales, £10,000

Prince of Wales's children, £6,000

Internal works at Windsor Castle and Buckingham Palace, £10,000

List B.

Dowager German Empress, £8,000

Duke of Connaught, £5,000

£6,000 each to three younger daughters of Queen Victoria, £18,000

Duchess of Albany, £6,000

Duke of Cambridge, £1,000

Duchess of Mecklenburg, £3,000

This total of £553,000 was, after deliberation by the Select Committee of the Commons of 1901, increased by £67,000 to a total of £620,000, allocated thus:

Civil List, £470,000

Pensions to members of Queen Victoria's household, £25,000

Handy small charges removed from the Civil List, £5,000

Duke of Cornwall (now George V.), £20,000

Duchess of Cornwall (Queen Mary), £10,000

Provision for the King's daughters at £6,000 each, £18,000

Other charges connected with the monarchy as in previous List B, £72,000

HOUSEMAIDS £2,000; POET £70.

Certain alterations were made, in the dis-

continuance of the Master of the Buckhounds, who had a salary of £1,500, and consequently of the Royal Hunt, expenditure on which had been £400 per annum. In the accounts published by the Select Committee, it is interesting to note that "Housemaids, etc.," were to cost £2,236, "Tapisseries," £530, "Examiner of Plays," £1,400, "Surveyor of Pictures," £200, "Ecclesiastical Officers, Salaries, and Allowances," £6,000.

The annual expenditure on Buckingham Palace and its mews in 1901-2, was £7,244. On Windsor Castle, Park, Adelaide Lodge, Royal Kitchen Gardens, and Frogmore House and Grounds, the expenditure was £10,845.

INCOME OF THE DUCHIES.

It should be understood that, apart from the grants of the Civil List, the revenues from the Duchies of Lancaster and Cornwall go to the Monarch and the Prince of Wales respectively. Until 1834, however, the incomes from both these estates went to Queen Victoria; then that of the Duchy of Cornwall was transferred to the Prince of Wales.

The incomes from both these duchies have increased greatly during recent years, owing to the increase in value of the properties. Payment made to the Monarch from the revenues of the Duchy of Lancaster was £5,000 in 1838. In 1860 it had increased to £20,000. In 1882, out of the revenues of the Duchy of Cornwall, £20,000 was paid; and in 1899 £26,951.

FROM RUBBER TO GINGER.

SHAREHOLDERS' ANGRY MEETING.

INDIGNATION, HUMOR, AND LOST MONEY.

The keenly anticipated meeting of the Christchurch Rubber Estate Company was held at Winchester House yesterday, reports the Morning Leader of 10th ult. Mr. A. G. Angier, chairman, presided over a crowded meeting of shareholders who were angry and facetious in tone.

The 25 shares in the company went up with a rush to 35, or 45, premium, and then about a month ago came tumbling down to par on reports that the estate had been destroyed by fire. When the shareholders met yesterday they had before them a report from Mr. Fraser Hewitt, the manager, stating:

It is quite impossible for me to send full report until the land is cleared of the very thick undergrowth that now covers the estate; but as far as I have got up to date, I see clearly that the rubber and coffee have been fairly choked out of existence except in certain places where the bush is not very thick.

ENTIRELY DESTROYED.

This was supplemented by a report received from the manager yesterday morning, in which he confirmed the news that this great estate, described in the prospectus as of 40,000 fully-grown rubber trees—had been entirely destroyed by the bush and the tenacious fires, and that of the 15-year old Hevea trees there were only 100. (Loud laughter.) He added that there were about 4,000 young trees and a considerable number of seedlings, which he was transplanting as fast as he could clear the ground. "Palms are the most valuable asset on the estate," said the report, and the people who had bought it for rubber roared with laughter, which was renewed again when the resident manager referred to the steady demand for firewood at a good price at Free-town.

The spirit of merriment fairly took hold of the shareholders as Mr. Fraser Hewitt went on to report that he thought he had discovered a seam of coal and "if this were the case, the value of the property would be increased a thousand fold."

GINGER THE ALTERNATIVE.

"So we're a coal and firewood company," shouted a lively shareholder amid great laughter.

But the really amusing moment of the meeting came when, in the manager's suggestions as to what he should do to make money while the rubber trees are growing, he said he proposed planting 100 acres of ginger!

The chairman made no attempt to conceal the fact that he and his co-directors regarded the condition of affairs as most unsatisfactory, and said they proposed to send out Mr. William Waters, a gentleman who had been associated with West Africa for about 20 years, and no doubt they would get the truth through his agency.

Shareholder: What is to be the policy of the directors? Instead of being a rubber proposition it seems to be a coal and ginger estate. (Loud laughter.) It was absolutely useless to attempt to say much about the wretched affair. He hoped they would get some explanation from the directors as to why they allowed their names to be placed on the prospectus. (Cheers.)

It was an absolute scandal in the City of London that the company should be floated and that they should have to come within a few weeks to hear that what they had put in the company had been absolutely lost. (Loud cheers.)

Another shareholder exclaimed that the directors had been particularly smart in parting with £30,000 to pay for the estate. He thought they should have found out that it was worth the money first.

FAIRY TALES.

Mr. Dick Lauder, one of the directors, admitted that when the company was first presented to him he looked upon the whole thing as a fairy tale, as he had never known cultivated rubber being allowed to run 14 years without being tapped. But when he heard the estate had not been worked for years, and had the explanations of the writers of the reports on the estates, he thought the estate was a good one and worth the price asked for it, and joined the board. With regard to his reported resignation, he did resign owing to ill-health, but soon as he saw the fat was in the fire, so to speak, he withdrew his resignation. (Cheers.)

Major Craster, the signatory of the subsidiary report on the estate which appeared in the prospectus, stood by his report, and qualified nothing in it. Anybody who knew West Africa knew that an estate was allowed to remain fallow six months the bush came up. "I have a big reputation to lose," exclaimed the major. "I say this is a first-rate estate. You will find, if you will only wait that the estate will be very valuable indeed."

CONCENTRATED BLUFF.

"This gentleman is giving us a fair specimen of concentrated bluff," cried an infuriated shareholder, to the accompaniment of equally angry cries of "Sit down!" "Not fair" and counter-cries of "Go on." "I made my report in good faith," declared the major. "We have got to sit there, and I am absolutely certain it will show a dividend!"

"We had better shut up shop," advised a shareholder at the back of the hall. Another, recalling that it was reported that the Glasgow and Edinburgh Stock Exchanges were petitioning the London Stock Exchange to refuse a special settlement, asked what the directors were going to do—were they going to withdraw the whole concern?

The chairman, replying to a perfect bombardment of questions, said the board were just astonished at the shareholders at what had happened. (A Voice: You had better facilities for inquiry.)

The purchase-money had to be paid on a certain date, continued the chairman. As to the question of paying in cash or shares, we looked at the matter in much the same light as you did, and thinking we were going into a

very valuable concern we thought that we were considering your interests in not giving shares that might be double or tripled in value to the vendors. (Cries of "Oh, oh," and laughter.) We thought we were doing the shareholders an advantage by giving them the shares and the vendors the cash.

With reference to the question as to whether they were endeavoring to recover from the vendors any part of the purchase price, the chairman said he had interviewed one of the vendors, and though he could state nothing at present he was in hopes they might be able to make some arrangement with them.

INDIGNANT VELLO.

On the legal point of view he had put the matter before the company's solicitor and was told they had no chance. (Cries of "Oh!" and "Misrepresentation.") The decision to pay cash instead of shares for the property was the unanimous decision of the board. On the question of the full-matured trees, the chairman said it was so stated in the prospectus, and the fact that they were not there was just as much a surprise to the directors as to the shareholders.

"Then repudiate," yelled some shareholders indignantly. "We all subscribed on that statement." "Are you going to retain Mr. Fraser Hewitt as manager?"

Comments and questions were raining thick and fast, and the chairman explained again that they were going to send out an independent man to investigate the coal, clear headed—

"Ginger" man, supplied a happy shareholder, and the great hall at Winchester House echoed and re-echoed with merriment.

It was eventually decided by a majority of votes to appoint three shareholders to confer with the directors on the position of the company, and the proceedings terminated.

Intimations.

A TOO STABLE.

LEIGHTON HILL ROAD.

(next to No. 1, Police Station).

H. AS ESTABLISHED A SHOEING FORGE AT

Leighton Hill Road where Horses and Ponies can be shod by EXPERIENCED SHANGHAI FARRIERS by arrangement.

Shoeing of Horses and Ponies also undertaken at Kowloon on receipt of Owners' instructions.

PRICES:

At the Stables or anywhere in Hongkong, \$2 per animal.

At Kowloon, \$3 per animal.

A TOO STABLE.

Leighton Hill Road.

Hongkong, 23rd March, 1910.

KWONG FUNG YUEN.

HEAD OFFICE—No. 83, Des Voeux Road, West.

TIMBER YARDS—Kennedy Town.

TIMBER MERCHANTS.

SAW MILL OWNERS,

AND

GENERAL CONTRACTORS

TO

H.B.M. Naval and Military

Authorities.

HAVE always on hand large stock of American Fir, Douglas Fir, Oregon Pine, Teak, Yacal, Hardwoods, Oregon Spar, Chinese Spar, Chinese Pine of all descriptions. Inspection invited to the Yards.

Best Terms.

Quick delivery.

LEUNG TAI,

Managing Director.

Hongkong, 10th January, 1910.

THERAPION MAY NOW ALSO BE OBTAINED

IN DRUGS (TASTELSS) FORM.

SELF CURE NO FICTIONS

MARVEL UPON MARVEL

NO SUFFERER

NEED NOW DESPAIR

THE NEW FRENCH REMEDY

THERAPION

A complete revolution has been wrought in this department of medical science, whilst thousands have been restored to health and happiness who for years previously had been merely dragging out a miserable existence.

THERAPION No. 1—The Sovereign Remedy for diseases, suppressing infections, the use of which does irreparable harm by laying the foundation of structure and other serious diseases.

THERAPION No. 2—The Sovereign Remedy for primary and secondary syphilis, all those complaints which mercury supposes to cure. This preparation purifies the whole system through the blood and thoroughly eliminates all poisonous matter from the body.

THERAPION No. 3—The Sovereign Remedy for debility, nervousness, impaired vitality, rheumatism, distaste and incapacity for business or pleasure, loss of appetite, bloodless complexion, pain in the back and head, and all disorders resulting from dissipation, early excesses, etc., which the faculty so persistently now, because so ineffectual to cure or even relieve.

THERAPION No. 4—The Sovereign Remedy for all principal diseases of the Le Clerc Medicine Co., Harrogate Road, Harrogate, London. Price in England 2/6. In ordering, state which of these remedies are required, and see that word "THERAPION" appears on British Government Stamp affixed to every genuine package.

Sold by all Chemists.

Dentistry.

Dr. M. H. CHAUN,

DENTAL SURGEON,

35, QUEEN'S ROAD CENTRAL, 1ST FLOOR,

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH

WHISKY

A Blend of the Finest Pure Malt

Whiskies distilled in Scotland

OR

GENUINE AGE

AND

FINE MELLOW

FLAVOUR.

Robert Porter & Co.'s

BULL DOG

BRAND

GUINNESS' STOUT

In PINS and SPLITS.

A. S. WATSON & CO.,
LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 3rd June, 1910.

DEATHS.

On June 4, 1910, at Shanghai, Kathleen Mary, infant daughter of Mr. and Mrs. G. Barton Sayer.

On June 4, 1910, at Shanghai, Eileen Louise, the infant daughter of Mr. and Mrs. Leat, aged six months.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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The Hongkong Telegraph

HONGKONG, SATURDAY, JUNE 11, 1910.

BLIND GUIDES.

About one thousand six hundred years ago the Japanese began eagerly to learn many of the arts of civilization, including writing, from the Chinese. The latter gradually taught them their systems of philosophy and ethics, and with a start of a thousand years, it is not surprising that the Chinese were at that time by far, the superiors of the Japanese in all that we call civilization. Chinese writing was at first the only kind known, but in the 6th century the kana, or writing derived from Chinese characters, and having phonetic values, was invented. Confucianism and Buddhism both came from China to Japan, and "Shintolism" as the English call it is really simply "Shin Tao" or "the way of the Spirit." The truths of modern Taoism disguise the truths now only hinted at but once realized in the ancient "Way," and the arduous security of the most gloomily difficult, feared languages conceal what verities could be in the "remains of Lao Tzu," the great Taoist. From the time of the introduction of the Japanese language and the principles of the

of their civilization. The world-shaking changes of the nineteenth century have reversed the rôle to a strange extent, and in a manner unparalleled in the history of mankind. The sudden advances of Japan in those conveniences and mechanical improvements in which the European races have made such gigantic strides in less than five generations did not impress either the philosophic literates or the conservative plebs of China. Only when the embattled superiority of Japan, armed with death-dealing cannon, shattered the mediævally equipped hordes of China, did the latter realize that the former, teachers must become the taught; and that she must go to school to Japan. As usual, a bad beginning was made. First of all the Imperial Government sent a number of young men to Japan to get a thoroughly modern education. It was supposed that with the innate superiority of everything Chinese, these youths could not fail rapidly to absorb all that was useful in the new Japanese methods, and that these together with the good old ways would replace China in her true position. The Japanese use of Chinese written characters and of Chinese literature and culture would be of great assistance to these students. Moreover, the cost of maintaining students in Japan was but a fraction of the great expense of sending them to Europe or America. In 1906 the old Literary Examinations were abolished, and "modern subjects" substituted in the competitions for literary degrees and Government offices. Some of those students who for the past few years had been studying in Japan were easily triumphant in contests of knowledge in which their home-trained competitors were beneath contempt. Of course this resulted in a general rush to Japanese schools and universities of all students who could either get sent by the Government or scrape the few necessary dollars together. Soon there were more than fourteen thousand Chinese students in Japan. Some of them were no doubt sincere and diligent men, but it is notorious that the vast majority were not bent on really acquiring knowledge at all, but went to Japan merely to obtain the name of being foreign educated students and the prospect of being given official employment. Large numbers of these only stayed six months in Japan, and as short a stay as only three months was not unknown. For the Japanese are not a nation of pure saints, and of course numbers of them, seeing a glorious chance of making money, entered upon a course of educational speculation, and any number of establishments offered themselves as teachers and as "rapid guides to modern learning" for these Chinese candidates for certificates, diplomas, and the like, after an improbably short course of study. Fees charged, and competition in obtaining or rather purchasing certificates and diplomas led to a rising market and at last a boom. Of course the fortunate scions of wealthy families, however ignorant and idle, could, after a brief and enjoyable visit to Tokio and an experience of its pleasures and amusements rather than of its seriously learned institutions, obtain by their command of money diplomas degrees which were the coveted prize worked for conscientiously through years of poverty by honest but penurious scholars. We say years, for in order to acquire honestly a good and solid education in Japan a Chinese would have to spend two years learning the Japanese language, and at least four years more for a man of genius and say five or six for an able man to acquire all the rest. Naturally a reaction set in, and the rush to Japan has been checked by many causes, notably by the Board of Education in Tokio which generously co-operated with the attempts of the Chinese Government to discourage the snatcher and the diploma-hunter. But grave mischief has been done. We ourselves have seen it, and we have exclusive information concerning some of the worst evils consequent on the state of affairs described. Provincial Governments, knowing no better, and perhaps not caring very much about the new-fangled learning and its, in Chinese literary eyes, shallow and contemptible worth, were not difficult to persuade to appoint Japanese headmasters and professors in Government schools, and under their influence to authorize the appointment of great numbers of returned Chinese students from Japan as teachers or "professors" or even "interpreters" to assist Japanese schoolmasters. The ridiculous and pitiful results are saddening to every serious student and to every sympathizer with the deserving class of patient toilers who handicapped by bitter poverty struggle to make industry and ability supply the ascending motor power of hard cash. The blind are leading the blind, and those who see clearly are being left in cold unemployment while the purblind are made guides of the people. The evil does, it is true, bring its own remedy with it, for returned students from Japan are beginning to be regarded with just suspicion by those interested in advancing knowledge in the schools. They can no longer claim employment almost as a right. Why the Government of China sends any students to Japan at all is a long inquiry. We think that if a number of Chinese, after a severe course of school in China, are sent for a reasonably long and arduous practical course in Japan much good might be done. But it would depend on the interpretation placed by the Chinese on the words "reasonably long, arduous, practical."

A HARBOUR MYSTERY.

DOCK LAUNCH FOUNDERS! CREW MISSING!

At daylight this morning, the Water Police from Tsimshatui Station discovered a foundered launch lying close in to the sea-wall, about fifty yards eastwards from the Police Pier at Kowloon. The sunken craft was capped over on her side, leaving only the top of the funnel and the port edge of the awning showing above the surface. From the sea-wall it was possible to discern the characters "K3" on her bows, denoting that she belonged to the flutilla of small craft owned by the Hongkong and Whampoa Dock Company, Ltd.

Immediately upon this fact being ascertained, the Dock Company were apprised of the mishap, and a survey party was soon on the spot. Later on, steam-lighter "K8" came alongside the sunken launch. Divers were sent down to find out the location and preparations were made for

RAISING THE WRECK

by means of beams stretched above her from the "K8" to a second lighter. So far the information obtainable regarding the results of the diving operations is not very extensive. At this part of the sea-wall frontage, it is known that there are some formidable rocks on the bottom, but whether or not these caused the damage does not transpire. The bow is lying in mud and the stern appears to be resting in the rocky region.

THE MISSING CREW.

There is an air of mystery surrounding the whole affair. In the first instance, no reason can be assigned for the launch being found in such a place at all. She was last seen off the Kowloon Dockyard at half-past seven o'clock on the previous evening, and in the ordinary course of events she should have remained there until this morning at daylight. It appears that the Chinese coxswain had no authority to leave his moorings at the Dockyard, and as he and the crew have disappeared without account can be got as to how the accident happened.

It can only be conjectured that the launch was taken out into the Harbour for a run after dark and that either she fouled a buoy and had to be run ashore or else the coxswain mistook his bearings coming round Blackhead's Point and ran on the rocks. The Chinese crew may have been drowned or they may have absconded to escape the consequences. The latter is the more feasible proposition.

LOCAL AND GENERAL.

Mr. J. D. Lloyd, Cadet, passed his final examination in Cantonese, on the 13th May, 1910.

The name of Dr. E. Mitchell, B.A., M.D., C.M., has been added to the Register of Medical Practitioners entitled to practise medicine in the Colony.

COMMANDER and Mrs. Basil Taylor and party were amongst the spectators at the Dragon Festival celebrations to-day at Cheung Chow.

The total output of the Chinese Engineering and Mining Company's three mines for the week ending 28th May, 1910, amounted to 19,001.19 tons and the sales, during the period, to 29,875.91 tons.

Two Chinese were charged in the Police Court this morning for being in possession of 13 tins of opium at Tsimshatui. The man was charged and the opium was ordered to be confiscated.

This being the fifth day of the fifth Chinese moon, the Dragon Boat Festival was celebrated with the customary enthusiasm by the boat community in the Colony. As usual the snake-boat races at Aberdeen attracted thousands of spectators.

A SHARP shock of earthquake was felt at Manila on 7th inst. at 8.40 p.m. with principal movements from north to south, the centre of the seismic disturbance being, so far as the observatory was able to determine, either in Nueva Ecija or along the Batangas coast. Observatory reports show that the shock was not severe at any place in the Philippines and that while sharp it was of but short duration, the vertical movements lasting only two seconds and the horizontal but one. It is believed that the effect of the shock was felt from the south of Mindoro to Pangasinan.

CROWN-SERGEANT Garrod this morning arrested four Chinese near the Post Office for behaving in a disorderly manner. The Sergeant told the men about three or four times to depart in peace, as they were obstructing the roadway, and each time the recalcitrants came back howling at one another, with the evident intention of buying stamps, although there was still some time for the Post Office to open, the howling and boisterous being engaged in apparently to secure first place. The men later appeared before Mr. J. R. Wood and were remanded, bail being allowed in the sum of \$4 each.

This case was concluded before Mr. E. R. Hallifax at the Magistracy this morning in which S. E. Allana and D. R. Caplan were charged by Miss Della Hoard, of No. 49, Hollywood Road, with alleged assault in her brothel on the 26th February last. His Worship found the defendants guilty of common assault and sentenced each of them to fourteen days' imprisonment. Messrs. F. P. Holt and Mr. M. R. Harris, who appeared for Allana and Caplan, respectively, intimated that they wished to appeal against the conviction and the defendants were liberated on bail in the sum of \$500 each and a personal bond of \$500 each.

LAUNCH AT KOWLOON.

This morning, there was launched from the Kowloon Yard of the Hongkong and Whampoa Dock Company, Ltd., a 70-foot composite steam-launch which has been built to the order of Messrs. Jardine, Matheson & Co. The craft is specially designed for Harbour use. The trim little vessel took the water, she was christened the "Thistle" by Miss Cunningham. Among those present at the launching ceremony were Hon. Mr. Henry, Kewick and Mr. R. M. Dyer, Chief Manager of the Docks.

COLOUR-VISION AT S.B.A.

SHIRTS OFFICERS' DISABILITIES—LOCAL COMBINATION REQUIRED.

A shipping correspondent writes:—One of the disadvantages under which officers of the British Mercantile Marine in Hongkong labour, is the absence of a local organisation through whose medium united expression might be given to the views obtaining locally on various matters affecting their interests from time to time. Some years ago there was a British Mercantile Marine Officers' Association in Hongkong. Unfortunately, that Association has passed out of existence, but it will always be remembered for the important work it did, assisted by the Hongkong Telegraph, in connection with the carrying through of the local Sunday Labour Ordinance, which has since been adopted as a model by all British Crown Colonies in framing legislation to prohibit unnecessary Sunday labour on vessels in port. That achievement forms a good instance of the efficacy of combined action.

Just as Sunday labour was the crying question some fifteen years ago, so to-day the attention of British mercantile marine officers is focussed upon the need for a revision of the examination tests for colour-vision at sea. The majority of officers in the East are members of the

MERCHANT SERVICE GUILD.

a body which has done yeoman service for its constituents and remains fully alert, on all questions affecting their interests. The Guild has just completed a successful fight with the Board of Trade in the famous Tratlles case, where the point at issue, though one of colour-vision pure and simple, involved the whole question of the Board of Trade methods of examination of officers for the detection of colour blindness. The Tratlles case has passed through so many stages of official inquiry and has obtained such publicity both in the Home Press and in Parliament that it is hardly necessary to review the facts of the case. It is sufficient to state that Mr. Tratlles, who had been twice failed for colour-vision and ordered to surrender his second mate's ticket, was ultimately subjected to a severe test of ability on the Thames by direction of the special Court of Inquiry which sat on his case, and that he came through the ordeal triumphantly.

THE WOOL TEST.

As a result of this case, it is probable that pressure will be brought to bear upon the Board of Trade for a replacement of the effete wool test for colour-vision by a more rational method. For the benefit of the general public it should be mentioned that the present system of testing colour-vision is to hand to the candidate a tag of coloured wool, and ask him to pick out the shades that match with it from a mixed assortment of wools set before him. These examinations are conducted indoors and in the testing process many shades of colours are employed that would never enter into the purview of an officer on the bridge at sea, where the sole colour-vision requirement imposed upon him is the ability to distinguish a green light from a red light and a white light from both.

In his judgment, Sir Francis Mowatt, who presided over the Board of Inquiry in Tratlles case, said:—"I do not think that the selection of wools by daylight, as I saw the test applied, affords a conclusive test of a man's ability

TO PICK UP LIGHTS.

at night under the open sky, or to distinguish between the three colours in use at sea."

An English shipping paper declares that this investigation has demonstrated the total unsuitability of the existing scientific tests for discovering whether a candidate's colour-vision is sufficiently normal to permit him to navigate. Settling such a point must rest on the Board of Trade, and nothing short of a total change in the present system of colour examination can be satisfactory. Another commentator makes the pungent remark that dog fanciers ought not to be set to judge canaries even though the dog fanciers may be able to write F.R.S. after their name.

A TEST FOR DRAIERS.

At the annual meeting of the Merchants Service Guild, Lord Muskerry who has done so much in the House of Lords to champion the cause of the Guild said:—"There is not the slightest doubt that the whole system of testing for colour-vision ought to be radically altered, and with a view to preventing further injustice, I am prepared to do what I can in assisting you to bring this about. The very fact of the Board of Trade submitting an officer for examination in colour-vision to two examiners who had previously failed him is a sample of the sorry treatment you receive at the hands of those who, did they realise and perform their duty towards the country, should protect and encourage rather than harass the Captains and Officers on whom the efficiency of the Merchant Service so much depends. As events have proved, this colour-vision test, should be carried out in a practical way. You are officers of ships, and not drapers' assistants. If you can distinguish quickly and accurately the lights at sea—as Mr. Tratlles can—you, obviously so far as colour-vision is concerned, are competent for the position which you occupy.

From what appears above it is apparent that the Merchant Shipping Guild are not going to let the grass grow under their feet in taking steps to get this crying injustice removed, and one cannot but regret that Hongkong's sailing support cannot be conveyed through a local Mercantile Marine Association of our own.

NOTES BY THE WAY.

RUBBER SHAKES.

During the past week, the feverish interest occasioned by the advent of rubber in the local market cooled down considerably in more than one quarter, which was perhaps the natural result of last week's smart set-back. I came across some of the young blood of the Colony, who are ever ready to plunge headlong into gambling stocks, and judging from the down-in-the-mouth expression which illumined their features, I surmised that their calculations had been upset a bit as a result of their impetuous recklessness and afterwards I found that my surmises were correct. I wonder how many chickens have already come home to roost?

ADRIPT IN THE SEA.

Such things as twentieth century booms provide a profitable source of amusement to humorous writers and funny artists. Already, the ebullitions of Punch about the pocket-filling product of the age have delighted more than one household. But all the inspired metres of Punch are nothing compared to some of the sketches having as their subject good old rubber which have sprung from the fervid imaginations of the comic artist. To give an instance, I saw the other day a striking sketch in a Home paper. It was the picture of a handful of men in a boat which was being tossed about on a troublous sea. In the water were a far greater number of people with distracted faces, who had evidently the misfortune to fall overboard. In the background were the words "Brighter Prospects" in gigantic type and the whole idea of the sketch appears to have been suggested by the recent slump in the rubber market in London. The artist was of opinion that the slump was at least responsible for one good thing, and that was that the market had got rid of the timid, nervous creatures. Rather hard on the timid ones, isn't it?

THE LATE KING.

The following good story about the late King Edward appears in the Asahi:—It is a matter of history how devoted to King Edward were the Indian Princes, a large number of whom were personal friends of his late Majesty, and there is a little story which, even if it is not literally true, has, we believe, some good foundation in fact. It is related of a very well-known Indian noble, a veteran who had first met His Majesty on his visit to India as Prince of Wales, and the encounter took place when the Indian noble was at home for the Coronation. His Majesty, who was on terms of close personal intimacy with the noble in question, related the story of how Blondie once offered to take him across his tight rope in a wheel-barrow, the tight rope at that particular moment being stretched across the Niagara Falls.

"I, however," said the King, "declined with thanks."

"Beshak, Your Majesty," said the Maharajah, "but do you know what I would have done had I been there?"

"No, Maharajah, I don't," said the King.

"Sahib, I should at once have drawn my sword and cut his head off—the treacherous scoundrel with his chucker phari!"

KING, GEORGE AND THE NAVY.

Our new King, whose accession has, according to a great master of eloquent expression in a Calcutta contemporary, been saluted from "ice-whipped pier to drooping palm of the many hued, many-tongued millions," has, like his revered father, been popular in all circles of *le monde ou les flammes* throughout his career. Having been "broken in" by the British Navy, it would be strange if this result had not been evinced, for they leave a great recipe for turning a man into a right good fellow! It is sometimes a rough school and their ways are ready, but they are successful. Who has ever heard of a "ragging" case in the Navy, and yet... I remember at the time when the young Princes, H. R. H. the late Prince Victor and His present Majesty, were sent on a cruise round the world in the old *Bacchante*, in those days a first class cruiser, a story got about that caused considerable anxiety: it was said that the enterprising members of the gun-room mess had proceeded to mark both the young Princes as Government property by attaching a big broad arrow on their noses! The story was grossly untrue, of course, but as we say we rarely, if ever, hear of what is done in the Navy in order to teach the young ideas how to shoot. All that is apparent is that the system, whatever it is, works exceedingly well and the results are excellent.

HIS FIRST TOAST.

"Mr. Toastmaster and Gentlemen," said the young man who was facing a crowd of listeners for the first time, "impressed by the importance of this occasion, I prepared a speech to—ah—be delivered here this evening and—ah—I would be very glad to—ah—give it to you, but I have forgotten it. (Loud applause.) I would read it to you from the manuscript if I had not—ah—unfortunately left it in my room at the hotel. [Cries of "Good, Good!"] But I have telephoned for it and—ah—a messenger is on his way here with it. I expect him at any minute. In the—ah—meantime I will say that I—ah—gives me great pleasure to be with you to-night. I am—ah—highly honoured and—ah—I assure you that—"

"If the gentleman will pardon me for a moment," interrupted the toast-master, "I have an announcement to make that will be of interest to him." Word has just come by telephone that the messenger who was bringing his speech was run over by an automobile and the manuscript has been lost."

After the tumultuous applause had been still a respite of sympathy for the chafed four was offered and passed with a whoop.

THE HORSE, THE DOG AND THE MAN.

The following verses, dedicated to some supporter of the S.P.C.A., recently appeared in the *Chicago Record-Herald*:—
The horse and the dog had tamed a man and
(tamed him to a fence,
Said the horse to the dog, "For the life of me,
I don't see a bit of sense."

In letting him have the thumbs that grow at the side of his hands, do you?"
And the dog looked solemn and shook his head, and said, "I'm a goat if I do."
The poor man groaned and tried to get loose and sadly begged them, Stay!
"You will rob me of things for which I have use, by cutting my thumbs away!"
You will spoil my looks, you will cause me pain! Ah, why would you treat me so
As I am, God made me, and He knows best!
"O, masters, pray let me go!"
The dog laughed out, and the horse replied,
"Oh, the cutting won't hurt you, see?"
We'll have a hot iron to clap right on, as you did in your docking of me!
God gave you your thumbs and all, but still, the Creator, you know, may fall
To do the artistic things, as he did in the forlorn me with a tail!"
So they bound the man and cut off his thumbs and were deaf to his pitiful cries;
And they seared his stumps and they viewed their work through happy and derided eyes.

"How trim he appears!" the horse exclaimed, "since his awkward thumbs are gone!"
For the life of me I cannot see why the Lord ever put them on!"

"Still it seems to me," the dog replied, "that there's something else to do;
His ears look rather long for me, and how do they look to you?"

The man cried out, "Oh, spare my ears! God fashioned them as you see,
And if you'll apply your knife to them, you'll surely disfigure me."

"But you didn't disfigure me, you know," the dog decisively said,
"When you bound me fast and trimmed my ears down close to the top of my head!"

So they let him moan and they let him groan while they cropped his ears away,
And they praised his looks when they let him up, and proud indeed were they!

But that was years and years ago, in an unlighted age!
Such things are ended now, you know; we've reached a higher stage!

The ears and thumbs God gave to man are his to keep and wear,
And the cruel horse and dog look on, and never appear to care!

CASUAL CRITIC.

KOWLOON-CANTON RAILWAY.

PLANT AND STORES FOR SALE.

A quantity of railway construction plant and stores, the property of the Kowloon-Canton Railway (British section), are offered for sale. Interested purchasers will be furnished with a catalogue on application to the Chief Resident Engineer, Kowloon.

KEROSENE OIL IN JAPAN.

A CURIOUS STORY.

A curious story comes from Tokyo. It appears that some new kerosene oil springs were discovered in the northern part of Echigo province between April and May last. On receiving the report the Tokyo Mining Inspection Office dispatched Mr. Shinoda, an engineer, to Karamegi, the place where the wells were discovered, to make investigations. Just after the engineer had left for Tokyo, after completing his investigations, a new spring opened in a well owned by one Nakano Chutaro, and produced oil at the rate of about 1700 koku per day. On the report of this great production reaching Tokyo, some of the metropolitan newspapers published an article purporting to be written by Mr. Shinoda, the engineer referred to, to the effect that from a geological point of view, a district like Karamegi was almost incapable of producing over 1000 koku per day, and that the report in question was therefore quite absurd. The oil producers in North Echigo, on reading the article, became much incensed with the engineer, and called the people in the vicinity to bear witness that both the Japan Kerosene Company and the Hodon Kerosene Company had purchased from Mr. Nakano, the owner of the well referred to more than 1000 koku of the oil daily. The producers further announced their intention of taking the necessary steps to restore the damaged prestige of the oil industry in the province. In the meantime Mr. Nakamura, the superintendent of the Tokyo Mineral Inspection Office, his interest aroused by the development of the industry in the province, himself proceeded there on a tour of investigation on the 16th ultimo. The oil producers, annoyed at the supposed irresponsible statement made by a Government engineer, transferred their attacks to the superintendent, but with what result is not stated.—*Japan Chronicle*.

THE OPENING OF PORT ARTHUR.

CUSTOMS PROVISIONS.

The opening of Port Arthur, which was to be effected early this month, has been postponed to the middle of the month owing to the force of circumstances. The opening of the port, says the *Asahi*, does not make it a free port. At present, the port being a naval station, no merchant vessels are allowed to go in without obtaining special permits, but after the opening vessels will be allowed to freely without taking this course, provided they observe the harbour regulations. Goods for the market in the leased district in Kwantung province will be admitted duty free, but goods to be sent beyond the limits of the leased district will be subject to the Chinese Customs. An Imperial Ordinance declaring the port open will be issued shortly.

There has been another advance in the price of Pansy number 10. The quoted quotation from London is now 14 per lb. against 13 yesterday.

OUR JAPANESE VISITORS.

The Japanese cruisers *Aio* and *Soya* are due to leave for the North at six o'clock this evening. Last night Admiral Iijima, Commanding the Japanese Training Squadron, entertained a party of twenty to dinner on board, the company including Mr. T. Funatsu, Consul-General, the leading members of the Japanese community, staff officers and commanders. This forenoon H.I.H. Prince Kitashirakawa (who belongs to the Cadet Corps) paid a visit of ceremony to Mr. T. Funatsu at the Consulate, Admiral Iijima, Captain Suzuki and Captain Sato being also among the guests.

After leaving Hongkong, the two Japanese cruisers will go to Makao in the Pescadore for bunker coal, proceeding thence to Wonsing and probably to Nanking before steering homewards.

SOUTH SEA EXPEDITION.

RETURN OF THE "ALBATROSS"

After a thirty months' cruise in Philippine waters with a party of scientists who discovered innumerable monstrous shapes in the deep, and sent most of them back to the Smithsonian Institution, the Fish and Game Commission steamer *Albatross*, Commander C. M. McCormick, United States Navy, entered the Golden Gate and dropped anchor off Sausalito yesterday morning, reports the *San Francisco Chronicle* of 5th ult.

Only a few minor specimens were brought back aboard the vessel, as all the important ones were shipped in tanks directly from Manila. Practically all that are on board at present are those of peculiar varieties of spawn taken from deep-sea water and a few small fish and water bugs.

During the first year of the expedition Dr. Paul Barth of the Smithsonian Institution was in charge of the expedition, but later his place was taken by F. M. Chamberlain, a scientist in the employ of the Bureau of Fisheries, who returned to San Francisco on the *Albatross*.

The *Albatross* left San Francisco in October, 1907, and proceeded to Manila, where she made her headquarters. Since that time she has been engaged in a thorough examination of the fish in those waters. Assistants to the scientist in charge were recruited for each trip from the Manila schools, and a Filipino crew was shipped while the vessel was in tropical waters, only a few whites being employed in the more responsible positions.

AN INTERESTING TRIP.

Captain McCormick said yesterday that the expedition had been an uneventful one, save for the occasional finding of some new sea monster. They met the rim of only a few hurricanes, nobody died on board, and the chief excitement was exploring uncharted harbours in the more southerly islands, rendered dangerous by jutting reefs of coral.

"As to where the commercial benefit of such an expedition comes in," said Captain McCormick, "I am unable to say. Certainly it has intense scientific interest. Naturally enough, if anything is to be done to benefit the fisheries in those waters, the commission must know all about conditions there first, and I am sure that the knowledge which the scientists obtained will prove of inestimable value, from both a commercial and scientific point of view."

The *Albatross* went as far south as the Celebes Islands, and visited hundreds of harbours and inlets in the archipelago lying between Luzon and Borneo. The captain is an enthusiastic amateur photographer and took hundreds of pictures of the scenes at various places where they called. One of the most typical is that of a Sulu chief, who came aboard as nearly possible as he was born, and left the vessel sitting in a motley uniform culled from the cast-off clothes of the officers.

VERIFIED NEW SURVEY.

While no hydrographic survey work was done by those on board the captain says that he learned the incorrectness of the old Spanish charts of the more out-of-the-way places, but that the new American survey, which is nearly completed, is quite reliable, the trade routes being all properly and correctly charted.

The *Albatross* carries complete apparatus for catching fish, taking all kinds of soundings, fetching up samples of deep water and all kinds of animal life from the bottom of the ocean, and special bombs for dynamiting when it is desired to force fish to the surface, so that they may be seized.

At Honolulu the *Albatross* was quarantined for two weeks, as there was chicken pox on board. But as he was permitted to take fuel and supplies aboard, Captain McCormick left that port, deciding to spend the balance of his quarantine period at sea. The vessel passed by the quarantine officials at this port.

The *Albatross* will remain here for some time to undergo a thorough overhauling, and in July will go north to Alaska waters to undertake a complete investigation of the salmon fisheries. As soon as the weather begins to close she will return to San Francisco and will probably start on another South sea trip next spring.

LADNCH AT NAGASAKI.

At the Mitsui Bishi Yard at Nagasaki the keel has been laid of a torpedo-destroyer to be named the *Yamakaze*. The new boat has a displacement of 1,500 tons, a speed of 33 knots an hour, and a horsepower of 21,000. The vessel is a little smaller than the British destroyer *Swift*, but is of the latest type.

The French Mail of the 9th May has been delivered in London.

A FIRE broke out in the early hours of this morning in a house in Shanghai Street. The house, which was used as a grocer's shop, was completely burnt out. The damage is estimated at \$4,000.

THE NANKING EXHIBITION.

A TRIUMPH OF PEACE.

Seldom has the inauguration of a great festive enterprise been attended by more anxiety than that which was entertained by the responsible officials during the past few days in connection with the Nanyang Industrial Exposition which was formally opened at Nanking yesterday morning, says the *Shanghai Times* of 6th inst. Happily all the fears and rumours which were current lately and for which the precautionary measures taken by certain members of the Consular Body at Nanking in view of possible disturbances of the peace there have proved to be ill founded, and the opening ceremony came off under even more brilliant auspices than the most sanguine people had anticipated. It was conducted by H. E. the Viceroy Chang Jen-chun in the presence of a tremendous concourse of foreigners and Chinese, including most of the exhibitors and thousands of visitors from all parts of China, from the Straits, from India, from America and from Europe. Most of these visitors were, of course, Chinese, and the enthusiasm by which they were animated over the idea of this, the first exhibition on a national scale, that China has ever organized, may be gauged by the fact that the first entrance ticket to be sold at the gate was purchased after tremendous competition by a Chinese gentleman who wishes to preserve it as a memento of a great and historical occasion, for the sum of Tls. 100.00. The proceedings were really of a formal nature, for although the enterprise is pretty well advanced much still remains to be done before it can be considered in any way complete. In addition to H.E. the Viceroy the ceremony was attended by H.E. Cheng Sa-ko, (Vice-President) to whose unfagging zeal and energy much of the success of the Exhibition is unquestionably due; Messrs. Chen Chue, Managing Director; Hsiao Swei-kan, Sub-Managing Director; Kien Mao-shing, Secretary; Chang Ming-yih, Treasurer and General Manager; Li Ping-wang, Assistant Manager; Hwang Hsi-chien, Director of Works; Peng Hsi-ming, Director of Publications; Sheng Chi-fang, Director of Exhibits; Kao Hung-kan, Director of Awards; Chen Kwei-ich, Director of Foreign Affairs, and many other prominent men.

But although the preparations are still incomplete the grounds and buildings already present a singularly beautiful and imposing aspect. The King Yuan Park, as our readers are aware, has been turned over to the promoters of the enterprise, who have certainly made the most excellent use of their opportunities. The buildings, most of which are white, number twenty-six in all. Sixteen of them are assigned to the various provinces for the purpose of separate provincial displays, and the remaining ten are devoted to National Arts, Agriculture, Foreign Industries, Arts, Manufactures and Amusements, Chinese Industries in foreign countries, and other departments. Part of the ground is reserved for practical demonstrations in agriculture; a light railway is to be completed at an early date, an elevator has been erected to enable a bird's eye view of the Exhibition to be obtained by visitors who so desire, and at the same time to serve as a practical demonstration of modern appliances. Electric light is installed, and all the Chinese gardeners' skill has been expended in beautifying the place. Leading up to the main entrance a very big carriage road has been laid down which is lined on each side with shops and places of amusement and refreshment. No carriages will be allowed to enter the grounds but jorikabs, provided by the Exhibition authorities, will be available for such as find the size of the Exhibition too great for walking. Specially trained police are on duty inside the Exhibition and accord every courtesy to the visitor, whilst a corps of guides are available for the assistance of the visitor who is not a mere sightseer. It is safe to say that whilst the preparations are not yet complete no detail has been overlooked. Every possible arrangement is being made to ensure the comfort and convenience of the visitors, and the only condition now required to make the general success of the enterprise certain is a continuance of fine weather, and of this, we are glad to say, there seems to be every prospect.

UNFOUNDED UNKINNESS.

We do not propose to devote much space to the many wild rumours which were prevalent in the Settlement all day on Saturday and yesterday regarding the dreadful scenes that were expected to attend the opening of the Exposition. But they were all very sensational and disquieting until the following telegram from Mr. A. H. Collium, thoughtfully circulated yesterday forenoon by Mr. A. W. U. Pope, did much to restore confidence among the foreign part of the community at least.

Nanking, June 4.—9.50 p.m.
"Please assure papers rumours grossly exaggerated. Everything perfectly quiet here and no signs whatever of trouble. Exhibition grounds illuminated to-night and very fine sight."

PUBLIC COMPANIES.

STRUCK OFF THE REGISTER.

The names of the following companies have been struck off the register, viz.:—The Shanghai Carrying Company, Ltd., Hongkong Coal and Minerals Company, Ltd., Tang Sang Yu Newchwang Bean Oil Manufacturing Company, Ltd., Man Ying Land Investment and Agency Company, Ltd., Chungking Trading Company, Ltd., Tientsin of the World (Eastern), Ltd., Hol Sun Printing and Publishing Company, Ltd., Sing On Steamship Company, Ltd., Cottam and Company, Ltd., Hongkong and South China Trading Company, Ltd., Heng Fung Flour Mill Company, Ltd., China Fishing Company, Ltd., Kwong Shun Steam Boat Company, Ltd., Oriental Union Fire Insurance Company, Ltd., and Hill Remedy Company, Ltd.

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write on 10th inst.:—The market in sterling Rubber shares, after experiencing a fairly heavy depression presumably following the fall in price of the raw material, has had a sharp recovery and closes firm with buyers of most stocks.

The quotation for Rubber in London yesterday was 9/8.

The market in Singapore stocks remains in a stagnant state.

The local market has been very quiet with a selling tendency most of the week—a slightly better feeling prevails at the close.

Banks.—Rule weaker, transactions having been done at low as \$40 during the week. Nationals remain unchanged at \$76.

Marine Insurance.—Cantons are steady at \$77½ with buyers the rate. Unions have changed hands to a small extent at \$815 and more could probably be obtained at the rate. North Chinas could probably be placed at Tls. 110. Yangtzes, according to latest mail advices, are \$95.

Fire Insurance.—China Fires have again changed hands at \$115. Hongkong Fires are still wanted at \$147.

Shipping.—Hongkong, Canton and Macao Steamboats close with sellers at \$1½ after transactions at the rate. Indo Chinas are a shade weaker with probable sellers at \$68, the London quotation remaining unchanged at \$6.10. In Star Ferries no transactions have been reported, the rate remaining same as last week.

Douglas Steamships are offering at \$3. China Manilas have receded to \$7. Shell Transports have been the medium of a fair business at prices ranging from 90/- to 95/- cum dividend just declared of 2/6 final for 1909 and 1/- interim for 1910.

Refineries.—China Sugars have weakened further and could probably be obtained at \$6. Luzons remain a dull market with sellers at \$16.

Mining.—Sales of Raub have been effected at \$14. Chinese Engineering and Mining are unchanged with sellers at Tls. 17½.

Docks, Wharves, and Godowns.—Hongkong and Whampoa Docks have further depreciated and sales as low as \$5 have resulted. Shanghai Docks are obtainable at Tls. 78. Kowloon Wharves remain steady at \$58. Shanghai and Hongkong Wharves—Transactions are reported from the North at Tls. 12½.

Land, Hotels and Buildings.—Hongkong Lands are on offer at \$102. Kowloon Lands are a buying market at \$14. Humphreys have found buyers at \$8. Shanghai Lands have been sold to the North at \$106.

Cotton Mills.—Ewos—Business has been transacted at \$29½. According to latest mail advices, Northern Mills are as follows:—Laou Kuog Mows are Tls. 73. Internationals Tls. 62 and Soy Chen Tls. 350.

Miscellaneous.—Green Islands are quoted round about \$7½. China Providents have been dealt in fairly freely at \$8½. Hongkong Electric are to be had at \$20, and China Lights at \$18. Dairy Farms are wanted at \$19 with no sellers. Steam Laundries are in demand and could probably be placed at \$5½. Watsons are inquired for at \$9. Pulpers are offering at \$3½ local currency and might be had cheaper. Langkats are quoted in Shanghai at Tls. 1,475 and Sumatras at Tls. 300.

Rubbers.—London Asiatics have been done at various rates between 12/9 and 15/- Sengel Chobs have been sold from London at 117/6 and Sengdangs at 137/6. United Sumatras have changed hands at 10/6 and Ledburys at 100/- Eastern Trusts, after sales at 30/- premium, have risen to 37/6. Rubber Treas are in demand at 56/- and Shellfords were bought by London at 67/6. Alur Pongus are in demand 30/- premium. Sandycrofts have been negotiated at \$37 and \$39 (Straits) and Pajans at \$16½ (Straits). There is again some inquiry for Singapore stocks from the Straits but at prices that are not tempting to sellers.

Exchange.—The Bank's selling rate on London is 1/9 9/6 on demand and the T.F. rate on Shanghai is 7 1/4.

NEIGHBY MARKET.

Messrs. Lamke and Rogge write in their fortnightly circular of 10th inst.:—The period under review has brought some further improvement in freights as far as the South is concerned, chartering operations having been on a larger scale than on the preceding fortnight, whilst advices from the North indicate a dull market there, with but few inquiries and rates further receding.

Coal freights from Japan have declined, and is in the main due to tonnage on hand in the South being somewhat insufficient for the engagements entered into, and owners, anticipating a brisk market down South, have had, in order to bring their tonnage quickly into suitable position, to agree to much lower rates in connection with coal chartering from Japan.

Saigon/ Hongkong.—The market early during the fortnight continued to rule very firm, and fixtures were put through at enhanced rates, 25 cents being the top rate paid, which is the highest on record since April 1907. Later the market has been adversely influenced by grain prices having considerably advanced at Saigon, the strong demand from China and Java being chiefly accountable for this, and chartering operations for this port have problem come to a stop. We hear of contracts having been concluded for large quantities for prompt arrival, and some fresh chartering is expected shortly.

Saigon/Hankow.—Business has been done at 35 cents. Some inquiry still remains, and further charters are also expected in this direction soon.

Saigon Philippines.—Two further fixtures have transpired, one to a port Philippines 25,000 option 29,000 piculs at 37/34 cents, another to Manila 30,000 piculs at 38 cents.

Saigon/Java has had a charter for early July loading to 1 option to 7 ports North Coast at 34/16 cents.

Concerning Java and chartering rates advices just to hand indicate a brisk demand from Saigon to Java per August/September/October. The sugar season is expected to set in July/August, when large shipments are most likely to be ready for export to China and Japan.

Saigon/Singapore.—After quite a length of time a charter has been arranged, s.s. *Helmdal* on lump sum basis of \$5,500, Saigon currency. Bangkok has been continually in the market for outside tonnage for prompt loading, and charter is on record, s.s. *Yaching* at 25 cents per picul from inside the bar and 18 cents from outside.

Newchwang/Canton.—Two settlements have taken place during the fortnight on basis of 20,000 option 25,000 piculs at 21 cents.

Coal freights from Japan have quite unexpectedly weakened, and there has been a good business done to this and neighbouring ports as follows:—Wakamatsu/Canton \$3, Wakamatsu/Swato \$2½, Mei/Hongkong, large carriers \$1.85/51.75; and medium sized boats Kanuto/Hongkong \$1.80, Miike/Hongkong \$2, Hongkong/Canton \$2, Hongkong/Swato \$2, Labuan/Manila \$2.10, Straits currency, and Palo Lay/Singapore \$2.25, per ton.

Sail Tonnage loading or to load. For Baltimore and New York Brit. barque *Kellogg*, 2,969 tons net reg., to load in September/October. Brit. ship *Julia*, 2,652 tons net reg., to load in November/December.

Sail Tonnage Disengaged.—Brit. barque *Arrow*, 2,971 tons reg., arrived 20th May. Departures of Sallers.—None.

NOVEL SEA-WATER CURE.

METHOD OF INJECTION.

Injection of sea-water is the latest form of medical cure.

Insomnia, loss of appetite, gastro-enteritis, and even stubborn and chronic diseases are among the ills which are said to have yielded to the new treatment, and fresh cures are being effected daily.

"This is quite the latest addition to medical science," said a well-known doctor and is based on the fact that sea-water contains something of a beneficial character which cannot be imitated by artificial means.

"The method of procuring the sea water, which must be rigidly adhered to, is as follows:—

"A vessel is navigated to a spot at least twenty miles from the shore, where the water is not less than 30ft. in depth, and there anchored.

"Care must also be taken that there is no current flowing from any port in the vicinity. Sterilized bottles, which are only allowed to remain open for the time needed to fill them, are then let down from the bows of the vessel.

"It is absolutely essential that the filling be done from the forepart of the ship, other wise the sea-water procured is liable to be contaminated by oil, coal, or refuse.

"The bottles are then drawn up and hermetically sealed.

"The mixture for injection consists of two parts of sea-water and five of bacteriologically pure spring water.

"The value of the sea-water cure has been clearly demonstrated by a well-known member of the Therapeutic Society of Paris, who has obtained some remarkable cures with the treatment. Experiments are also being conducted at a hospital at Bath.

"Perhaps the most remarkable thing about the treatment is its efficacy in skin diseases, for seaside air is known to have an irritating and harmful effect on certain skin affections. Sea-water, injected, seems to have precisely the opposite effect."

THE SIEGE OF FORT ARTHUR.

UNVEILING OF A MONUMENT.

A bronze statue of Commander Hirose, who died on the "Fukui-maru," one of the boats sent to blockade the entrance to the harbour of Port Arthur on the night of the 29th March, 1914, was unveiled at 10 a.m. on the 29th ult. near Yokoyama bridge, Kanda, Tokyo. The monument, which includes also a statue of Chief Boatwain Segawa, was unveiled amidst drizzling rain. Among the large number of guests that were present were Admirals Inouye, Togo, Kamimura, Ijima, Arima, and Tojichii, together with Commander Masaki, Lieutenant-commanders Mori and Yokura, Lieutenant Toyota, and other survivors of the crew of the vessel sent to block the entrance of the harbour.

The erection of the statue was proposed by the Naval Staff at the Imperial Headquarters in Tokyo soon after the death of Commander Hirose, and subscriptions were opened, the total amount received reaching ¥21,550. This amount was deposited at a bank, and on its withdrawal, with the accumulated interest, it had increased to ¥26,450. Admiral Takarabe, new Vice-Minister of the Navy, who a classmate of the late Commander at the Naval College, had charge of the arrangements as chief of the Monument Committee. After a report on the work had been read by Admiral Takarabe, the veil was removed from the statue of the Commander by Captain Hirose, elder-brother of the deceased, amidst the deafening cheers of those present. The veil was then removed from the statue of the Chief Boatwain by the latter's two little sons, aged 10 and 12 years respectively. This was followed by a brief address by Admiral Togo. On the proposal of Admiral Takarabe, three brasses were given by the crowd in memory of Commander Hirose, the gathering adjourned to the Kinsokwan restaurant, as rain was falling, and partook of a repast. Despite the inclemency of the weather thousands of spectators had assembled to witness the proceedings.

YAKUATAKE, a volcano in Hida province, in the neighbourhood of Gifu, has been very active in the past few days, showers of ashes, sometimes falling in the vicinity. At night a dense volume of fire can be seen rising from the crater.

To-day's Advertisements.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"DENBIGHSHIRE."

Caplain Barrett, will be despatched as above or or about 22nd inst.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD., Agents.

Hongkong, 11th June, 1910.

COMMERCIAL.

The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.:

Allacars	7/3
Anglo-Javas	Tls. 16
Anglo-Malays	30/-
Balgowries	\$2½
Batu Tigar	—
Bertams	8/6
Bukit Kajangs	—
Bukit Rajahs	—
Carey United	25/- prem.
Castlefields	127/6
Changkat Serdangs	\$18
Cheras	\$20
Damansaras	180/-
Eastern Internationals	35/- prem.
Fed. Selangors	—
Glenaclys	33 sellers
Glenishles	—
Goldondas	35/-
Golden Hopes	—
Highlands and Lowlands	140/-
Indragiris	\$35
Inch Kenneths	—
Jaguels	—
Jonglandors	—
Kannings	9/- prem.
Kuala Lumpur	205/-
Landrons (fully paid)	—
Landrons (ppd.)	—
Labus	—
Ledburys	97/6
Llogis	62/-
London Asiatics	16/-
London Ventures	7/5
Melimaus	—
Pajans	164/-
Pegobas	\$50 sellers
Rubber Trusts	56/- prem.
Saggas	—
Sandycrofts	\$37
Sapongs	—
Seafelds	—
Sekongs	37/6 prem.
Shellfords	77/6
Singapore & Johore	\$20
Sumatra Paras	123/6
Sengel Chobs	120/-
Sengel Kapars	8/6
Tandjongs	—
Tangkabs	31/6 prem.
Toerangle	7/6 prem. nom.
Ulu Ranti	—
United Serdangs	123/6
United Singapores	\$3 sellers
United Sumatras	123/6
United Langkats	—

Para Rubber 10/3 per lb.

Events Coming.

Saturday, 11th June.

Buffs Band Concert, Botanic Gardens, 9 p.m.

Monday, 13th June.

Water Polo Association meeting, V.R.O., 6 p.m.

Saturday, 18th June.

New Seamen's Institute, opening ceremony, 4 p.m.

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Saturday, 18th June.

New Seamen's Institute, opening ceremony, 4 p.m.

Intimations.

CHEESE

MILD CANADIAN STILTON

60 cents per lb.

THE

DAIRY FARM CO.,

LIMITED.

The "ASAHI" Brewery is situated near the "SUITA SPRINGS." These Celebrated waters are used in the manufacture of our beers.

Partly guaranteed.

Note Price List—

"ASAHI" & "SAPPORO"

Beer,

per case 4 doz. qts.

\$12.00

per case 8 doz. pils.

\$13.50

To be obtained at all Retailers.

NOTICE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language are requested to write care of Hongkong Telegraph office or direct to 37, Hollywood Road, 2nd floor, Hongkong, 11th January, 1910.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the inland sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration.)

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF CHINA" SATURDAY, JUNE 25TH.	"ALLAN LINE" FRIDAY, JULY 22ND.
"EMPRESS OF INDIA" SATURDAY, JULY 16TH.	"EMPRESS OF IRELAND" FRIDAY, AUGUST 12TH.
"MONTEAGLE" TUESDAY, AUGUST 16TH.	"ALLAN LINE" FRIDAY, SEPT. 2ND.
"EMPRESS OF JAPAN" SATURDAY, AUGUST 6TH.	"EMPRESS OF IRELAND" FRIDAY, SEPT. 23RD.
"EMPRESS OF CHINA" SATURDAY, AUGUST 27TH.	

"Empress" Steamers will depart from Hongkong at 6 p.m.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the world.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) 71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON: Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port 71.10/-

Via New York 74.10/-

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

J. W. BRADDOCK, General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For	Steamship	On
S'GAPOR, PENANG & CALOUTTA KUTSANG	MONDAY, 13th June, Noon.
SHANGHAI via SWATOW	TUESDAY, 14th June, Noon.
SHANGHAI	THURSDAY, 16th June, 4 P.M.
MANILA	FRIDAY, 17th June, 4 P.M.
MANILA	FRIDAY, 24th June, 4 P.M.
SHANGHAI, KOBE & MOJI	FRIDAY, 1st July, Noon.

RETURN TOURS TO JAPAN (OCCUPYING 21 DAYS).

The steamers *Katsura*, *Namsang* and *Hokkaido* leave about every 2 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Vancouver, Seattle, Tacoma, New York, etc.

Taking Cargo on through Bills of Lading to Kuantan, Labad, Daiti, Simporan, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,

General Managers.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

From	Steamers	To Sail
SHANGHAI	"LINAN"	12th June Daylight.
SWATOW, AMOY & NINGPO	"SHANG"	13th " 4 P.M.
CHEFOO & TIENTSIN	"KOEICHO"	14th " Noon.
MANILA	"TAMING"	14th " 3 P.M.
SHANGHAI	"SZ CHUEN"	16th " 4 P.M.
CEBU & ILOILO	"KAIKONG"	17th " 3 P.M.
SHANGHAI	"OHUEN"	19th " Daylight.
SHANGHAI	"OHENAN"	23rd " 4 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"TAIYUAN"	25th " 4 P.M.

Reduced Saloon Rates, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED

RATES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SOREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SOREW STEAMERS (*Anhui*, *Chonan*, *Linan*, *Chinba*),

with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

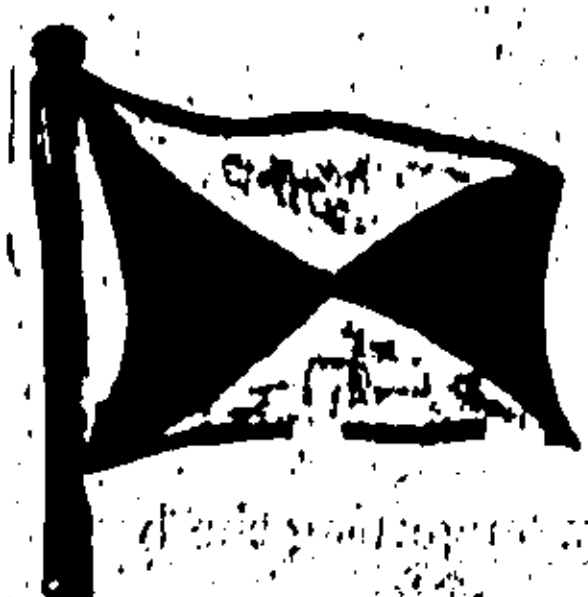
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Telephone No. 16.

Hongkong, 11th June, 1910.



HONGKONG—MANILA.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

Steamship	Tonnage	Captain	For	Sailing Dates
LAIRIO	1500	R. Rogers	MANILA	SATURDAY, 18th June, at Noon.
ROBI	1500	A. Fraser	"	SATURDAY, 25th June, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

General Managers.

Telephone No. 11.

Hongkong, 11th June, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE,

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	WED'DAY, 15th June, at Noon.
TACOMA v. KEELUNG, MOJI, KOBE AND YOKOHAMA	"PANAMA MARU" Capt. T. Ogata	—	WED'DAY, 29th June, at Noon.

The Co's newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted for carrying Silk, Treasure and Parcel. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
ANPING via SWATOW and AMOY	"SOSHU MARU" Capt. —	WEDNESDAY, 22nd June, at 10 A.M.
SHANGHAI via SWATOW, AMOY and FOOSHOW	"BUJUN MARU" Capt. —	THURSDAY, 23rd June, at 10 A.M.

Special Reduction of 20% will be allowed 1st and 2nd Class passengers to Shanghai in connection with the Nanking Exposition from June 1st, 1910.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "OHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co's Local Branch Office at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

Hongkong, 9th June, 1910.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	KAMOMARU, Capt. F. L. Sawyer, Tons 9000 AKI MARU, Capt. K. Homma, Tons 7000 KISHIMA MARU, Capt. A. E. Moses, Tons 9200	WEDNESDAY, 22nd June, at Daylight. WEDNESDAY, 6th July, at Daylight. WEDNESDAY, 20th July, at Daylight.
VICTORIA, B.C. & SEATTLE	SADU MARU, Capt. S. Hirotsu, Tons 7000	SATURDAY, 16th July From KOBE.
VICTORIA, B.C. & SEATTLE	AWA MARU, Capt. S. Ishikawa, Tons 7000 INABA MARU, Capt. K. Kawara, Tons 7000	TUESDAY, 21st June, at 4 P.M. TUESDAY, 19th July, at 4 P.M.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	YAWATA MARU, Capt. T. Sekine, Tons 5000 NIKKO MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 8th July, at Noon. FRIDAY, 5th August, Noon.
BOMBAY, via SINGAPORE AND COLOMBO	COLOMBI MARU, Capt. E. Combes, Tons 5000	TUESDAY, 14th June.
SHANGHAI, MOJI & KOBE	IOGYO MARU, Capt. A. Mocker, Tons 6300	WEDNESDAY, 22nd June, P.M.
KOBE AND YOKOHAMA	KAGA MARU, Capt. M. Hagin, Tons 7,000	THURSDAY, 23rd June, at 4 P.M.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU, Capt. M. Yagi, Tons 6,000	WEDNESDAY, 6th July, at Noon.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG and JAPAN PORTS.

COMMENCING AKI MARU 30th MAY, ENDING 30th SEPTEMBER, 1910.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

YOKOHAMA RETURN, KOBE RETURN, MOJI RETURN, NAGASAKI RETURN.

1st Class	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With option of rail between calling ports in Japan.

Fitted with new system of wireless telegraphy. * Cargo only. * Carries deck passengers

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Queen's Road.

T. KUSUMOTO,

Manager.

Shipping—Steamers

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK. (With Liberty to Call at the Malabar Coast).

THE Steamship

"AFRICAN PRINCE."

will be despatched for the above Ports on TUESDAY, the 14th June, 1910.

For Freight or Passage, apply to ARNHOLD, KARBURG & CO., General Agents.

Hongkong, 8th June, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"BRECONSHIRE."

Captain Tomlinson, will be despatched as above about 20th June.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 31st May, 1910.

"INVER" LINE OF STEAMERS, LIMITED.

FOR NEW YORK via SUEZ CANAL.

THE Steamship

"INVEROLYDE."

Captain Alexander, will be despatched as above on 25th June.

For Freight apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 6th June, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR—

VICTORIA, VANCOUVER, B.C., TACOMA AND SEATTLE via

SHANGHAI, MOJI, KOBE & YOKOHAMA.

Steamer	Tons	Captain	On or about
*Sueria	6,133	F. S. Cowley	21st June
*Kumero	6,133	J. Mathie	5th July
*Aymara	4,353	J. Boyd	26th July

* This steamer will NOT call at Shanghai.

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED

General Agents.

Queen's Buildings, Hongkong, 8th June, 1910.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

Taimania, &c.)

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ROBBERS' ESTATE RETURNS.

	April	May	Total
Allagar	2,400	8,300	
Alor Pongru	1,150	1,150	
Alma	600	600	
Anglo Malay	48,859	201,030	
Ayer Molek	8,673	33,904	
Ayer Kuning	273	831	
Balgonale	8,673	33,904	
Bateng	1,381	7,126	
Batu Caves	10,952	30,787	
Batu Tiga	6,123	23,180	
Bertam	10,000	42,088	
Bukit Kajang	3,751	8,937	
Bukit Kajang	30,660	46,333	
Bukit Lintang	3,000	13,670	
Carey United	7,700	27,250	
Castlefield	2,700	11,012	
Changkat Serdang	3,303	9,506	
Changkat Salak	901	1,441	
Cicely	9,450	37,651	
Consolidated Malay	21,555	90,021	
Caladonia	17,687	68,447	
Damansara	73,317	77,998	
Edinburgh	5,000	27,950	
Federated (S'g'or)	8,595	38,401	
F.M.S. Rubber	20,330	8,810	
Gedong	24,000	24,000	
Glenash	2,045	5,603	
Glenash	2,176	8,110	
Golden Hope	6,936	19,083	
Golconda	11,801	45,538	
Harpender	6,485	18,130	
High & Lowlands	42,265	173,438	
Inch Kenneth	12,645	50,109	
Jagra	7,170	15,601	
Kapar Para	10,611	36,085	
Kamuning	6,293	24,034	
Kempsey	2,043	9,195	
Kepang	2,435	7,784	
Kota Tinggi	161	1,011	
Kuala Klang	1,750	6,665	
Kuan Rob, Est.	2,410	8,181	
Kuala Lumpur	38,600	172,010	
Labu	14,710	6,124	
Leandron	29,818	106,740	
Leedbury	8,134	37,854	
Lingai	60,100	307,000	
London Asiatic	9,574	35,891	
Malacca Plant	24,000	95,000	
Merton	1,788	1,788	
North Hummock	4,559	18,504	
Nova Scotia	10,650	10,650	
Palam	2,300	9,000	
Pataling	28,144	97,744	
Pegoh	3,400	11,185	
Perak Plant	28,312	28,312	
Port Dickson	582	2,158	
Rambila	975	3,461	
Riba Rubber	4,306	10,014	
Rubana	10,000	43,770	
Sengat	5,593	20,020	
Selaba	5,025	14,048	
Sungai Choh	3,300	12,850	
Sungai Kapar	14,300	7,300	
Sandycroft	5,000	27,166	
Seaford	15,170	44,047	
Selangor	34,385	135,882	
Seremban	31,445	100,182	
Sennawang	4,105	13,004	
Shelford	5,800	21,500	
S'pore & Johore	8,156	30,905	
Singapore Para	5,300	18,800	
Strait Rubber	29,703	21,980	
Sungai Sak	2,435	7,430	
Tall Ayer	13,200	41,710	
Trafalgar	270	270	
Troog	2,160	2,160	
United Singapore	1,300	1,430	
Vallambrosa	20,000	120,237	

[From the end of February all totals are calculated for the calendar year instead of the financial year, which differs with many companies. Managers of Estates, returns for which to above list are incomplete, will help to make the list more useful if they will kindly fill in the gaps.—(Singapore Free Press).]

COMMERCIAL.

TO-DAY'S EXCHANGE.	
Selling.	
London—Bank T.T.	119 1/2
Do. demand	119 9/16
Do. 4 months sight	119 13/16
France—Bank T.T.	2,261
America—Bank T.T.	438
Germany—Bank T.T.	1,831
India T.T.	135
Do. demand	135
Shanghai—Bank T.T.	135 1/2
Singapore—Bank T.T. per H.K. \$100 ..	74 1/2
Japan—Bank T.T.	28
Java—Bank T.T.	107 1/2
Buying.	
4 months sight L/C	119 1/2
6 months sight L/C	119 1/2
30 days sight S'pore & New York ..	441
4 months sight do.	451
30 days sight Sydney & Melbourne ..	1,104
4 months sight France	2,301
6 months sight do.	2,311
4 months sight Germany	1,888
Bar Silver	74 9/16
Bank of England etc	117 1/2
Sovereign	51 1/2

THE WEATHER.

On the 11th at 11.55 a.m.—Except at the extreme Southern stations, the barometer has risen generally, particularly over Japan and the Leeward.

The Pacific high pressure extends Westwards from the Bonins to the S. China coast and the Philippines, and relatively low pressure occupies the interior of the continent.

Moderate S. and S.E. winds may be expected in the Formosa Channel and over the northern shores of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and Neighbourhood, S. and S.W. winds, moderate; showery.

2.—Formosa Channel, S.E. winds, moderate.

3.—South coast of China between Hongkong and Lamoo, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Lahang*) 10th inst.

German (*Roon*) 10th inst.

Canadian (*Empress of China*) 16th inst.

American (*Albatross*) 14th inst.

American (*Tony Maru*) 21st inst.

American (*Korea*) 4th prox.

The P. & O. S. N. Co.'s s.s. *Candia* is expected to arrive at Penang on 27th inst., at noon.

The E. & A. Co.'s s.s. *Aldenhov* left Sydney, on 8th inst., for Queensland Ports and Manila.

The P. & O. S. N. Co.'s s.s. *Somali* left Singapore for this port on 10th inst., at 10 a.m., and is due here on 15th inst., at 8 a.m.

The O.S.K. s.s. *Panama Maru*, from Yokohama, left Moji for this port via Manila on 10th inst., and is expected to arrive here on 21st inst.

The P. M. S. S. Co.'s s.s. *Manila* from San Francisco, en route to Hongkong, sailed from Yokohama on 11th inst., and is due to arrive at this port on 24th inst.

The C. P. R. Co.'s s.s. *Empress of Japan* arrived at Kobe at 9.30 p.m. on 10th inst., and left again at noon, today, for Shimizu, where she is due to arrive at 8 a.m. on 12th inst.

The C. P. R. Co.'s s.s. *Empress of China* arrived at Nagasaki at 7 a.m. on 11th inst., and leaves again at 3 p.m. same day for Shanghai, where she is due to arrive at 5 a.m. on 13th inst.

Shipping.

Arrivals.

Benary, Br. s.s., 2,510 W. Hattie, 10th June

—(M.C.) 5th June Coal—G. L. & Co.

Manibu Maru, Jap. s.s., 5,248 H. Nishi, 10th June—South America via Japan, Coal and Nitrate—Ataka & Co.

Protestant, Br. s.s., 5,010 D. P. Campbell, 10th June—Tacoma via Japan 10th May Gen.—B. & S.

Bellerophon, Br. s.s., 5,729 T. Bartlett, 10th June—Manila 9th June Gen.—B. & S.

Hongkong Maru, Jap. s.s., 3,417 S. Togo, 11th June—Moji 24th May, Coal—T. K. K.

Meefoo, Chi. s.s., 1,330 G. McArthur, 11th June—Shanghai 7th June Gen.—C. M. S. N. Co.

Chihli, Br. s.s., 2,514 C. Liedberg, 11th June—Halifax 7th June Gen.—B. & S.

Kwanglee, Chi. s.s., 1,408, Lincoln, 11th June—Canton 10th June Gen.—C. M. S. N. Co.

Linnar, Br. s.s., 1,550 Williams, 11th June—Canton 10th June Gen.—B. & S.

Kueichow, Br. s.s., 1,215 Hooker, 11th June—Canton 10th June Gen.—B. & S.

Holstein, Ger. s.s., 895 D. Heak, 11th June—Amoy 9th June Ballast—J. & Co.

Clearances at the Harbour Office.

Maru, for Hongkong

Hijon, for Shanghai

Chongchow, for Saigon

Amoy, for Europe

Rebi, for Manila

Chito Maru, for San Francisco

Hoyang, for Const. Point

Ozono, for Tacoma

Chongchow, for Tientsin

Heilun, for Halphong

Koh-chang, for Bangkok

Par Protector, from Tacoma via Japan—Dr. and Mrs. Mussen and daughter, Mrs. B. Condor, Messrs. G. Hamilton, M. McNeil, and 52 Chinese.

Shipping Report.

Str. Benary, from Moji—Strong S.W. wind in Formosa Channel.

VESSELS IN PORT.

STEAMERS.

Aliee Weerman, Br. s.s., 1,449 J. D. Martin, 7th June—Saigon 2nd June Rice Gen.—Chinese.

Asia Br. s.s., 2,936, Harry Gaudroger, 8th June—San Francisco 10th Mail and Gen.—P. M. S. N. Co.

Atoll, Br. s.s., 3,011, S. L. Saxby, 7th June—From Keelung (Formosa) Gen.—Order.

Chinking, Br. s.s., 1,119, Kay, 4th June—Saigon 31st May Rice—B. & S.

Choyang, Br. s.s., 1,111, Courtney, 10th June—Canton 9th June Gen.—J. M. & Co.

Daljin Maru, Jap. s.s., 899, Y. Kabanaki, 8th June—Swatow 7th June Gen.—O. S. K.

Fispatrick, Br. s.s., 2,388, R. E. Hutchinson, 31st May—Tacoma, U.S.A. via Ports and Shanghai 27th May Gen.—O. S. K.

Halma, Fr. s.s., 635, E. de Catalana, 7th June—Haiphong 4th June Rice and Gen.—M. M. Co.

Hanol, Fr. s.s., 730, Camier, 10th June—Haiphong 8th June Gen.—A. R. Marty.

Hilang, Br. s.s., 1,555, A. J. Smith, 2nd June—Saigon 30th May Rice and Paddy—Chinese.

Huo, Fr. s.s., 742, Paniel, 8th May—Haiphong 5th May Gen.—M. & Co.

Huphe, Br. s.s., 1,205, Mathias, 9th June—Saigon 5th June Rice—B. & S.

Ischia, Ital. s.s., 2,740, G. Delio, 5th June—Bombay 7th June Gen.—Order.

Kaga Maru, Jap. s.s., 900, Nakano, 10th June—Wakamatsu 2nd June Coal—M. B. G. K.

Kutang, Br. s.s., 4,895, R. O. D. Bradley, 6th June—Moji 1st June Gen.—J. M. & Co.

Kwangs, Br. s.s., 1,235, P. Cole, 4th June—Zaitung 29th May Salt—B. & S.

Mausang, Br. s.s., 1,046, G. S. Walgal, 2nd June—Sandakan 5th May Timber—J. M. & Co.

Marie, Ger. s.s., 1,160, Christiansen, 6th June—Bangkok 31st May Rice—J. & Co.

Paklat, Ger. s.s., 1,011, Wenzel, 6th June—Bangkok 31st May Rice—B. & S.

Phoenix, Br. s.s., 1,065, Jas. H. Scott, 10th June—Saigon 6th June Rice and Gen.—W. & S.

Shanhai Br. s.s., 2,540, E. J. Pottinger, 7th June—Tientsin 2nd June Salt and Gen.—B. & S.

Slogora, Ger. s.s., 1,110, Fr. Minkwitz, 8th June—Bangkok 31st May Rice—B. & S.

Suavet, Br. s.s., 4,011, Cowley, 4th May—Manila 1st May Gen.—D. & Co.

Tacoma Maru, Jap. s.s., 3,850, H. Yamamoto, 8th June—Manila 13th June Flour, Machinery and Gen.—O. S. K.

Tamling, Br. s.s., 1,350, G. H. Pennefather, 10th June—Manila 7th June Sugar and Hemp—B. & S.

Tijpanas, Dutch s.s., 2,444, J. v. Damme, 10th June—Moji 5th June Sugar and Gen.—J. G. L.

Wongkol, Ger. s.s., 1,195, H. Hbeken, 2nd June—Bangkok 7th May Rice and Timber—B. & S.

Yatsing, Br. s.s., 1,424, S. J. Payne, 8th June—Bangkok 31st June Rice—J. M. & Co.

SAILING VESSELS.

Arrow, Br. 4-masted barque, 2,071, McIvor, 20th May—Anjer 8th April, Oil—Standard Oil & Co.

TOMORROW.

St. John's Cathedral.

3rd Sunday after Trinity: 12th June.

Holy Communion 7.30 a.m.

Matins 11 a.m. Responses: Felix, Venite; Burrows, Psalms: Jones and Camidge (Major and Minor); Te Deum: Woodward, Smart and Tule; Benedicite: Tule (Major) 8th morning; Hymns: 21, 22, and 240.

N.B.—Psalms 62, Verses 1, 2, 7 and 8 in unison.

Evening 5.45 p.m. Responses: Felix; Burrows, Psalms: Jones and Camidge (Major and Minor); Te Deum: Woodward, Smart and Tule; Benedicite: Tule (Major) 8th morning; Hymns: 21, 22, and 240.

St. Andrew's Church, Kowloon.

3rd Sunday after Trinity: 12th June.

Holy Communion at 8 a.m. Morning Service at 11 a.m. Evening Service at 6 p.m.

Services on Sundays are:—

Holy Communion on 1st, 3rd and 5th Sundays of the month at noon.

Holy Communion on 2nd and 4th Sundays at 8 a.m.

Morning Service at 11 a.m.

Evening Prayer at 6 p.m.

Peak Church.

Holy Communion, 8 a.m. Every Sunday.

St. Peter's Church.

Queen's Road West.

3rd Sunday after Trinity: 12th June.

Matins 11 a.m. Venite; Burrows; Psalms: Hones, Dr. Camidge, M. Camidge, Te Deum; Woodward Smart, Tule, Benedicite; Troutbeck; Hymns: 31, 307, 400 and 570.

Evening 6.30 p.m. Responses: Garrett, Tomlinson, Wesley, Magnificat; Battishill, Nuac Dimitis, Monk, Hymns: 496, 352, 513 and 11, Kyrie; Mendellioho.

Holy Communion 7.30 p.m.

The Church launch Daypring will call on ships carrying white crews to bring friends ashore to the services between 9.15 and 10.30 a.m., and between 5.15 and 6 p.m. (Kowloon Police Pier, 10.30 and 6 p.m.), returning afterwards. All the sittings are free and unappropiated. Visitors are welcome. Books, etc., provided.

Sunday School 10 to 10.45 a.m.

Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m. and 9.30 a.m. Benediction, 5.30 p.m.

German Bethel Chapel, West Point:—Morning Service, 11 a.m.

St. Francis' Church Wanchai:—Mass (Chin), 6 a.m. (Port), 7.30 a.m. Benediction, 5 p.m.

St. Joseph's Church, Garden Road:—Morning service (English), 10 a.m.

St. Anthony's Chapel West Point:—Mass, 8 a.m.

The Rosary Church Kowloon:—Every Sunday, Mass at 7.30 a.m. and Mass, followed by the Benediction of the Blessed Sacrament, at 9 a.m.

Union Church:—Services, 11 a.m. and 6 p.m.

HONGKONG TIDE TABLE.

From June 11th to 17th, 1910.					
HIGH WATER.			LOW WATER.		
Date	Time	Height	Date	Time	Height
11	11.14	3.0	11	11.14	3.0
12	11.32	3.0	12	11.32	3.0
13	11.50	3.0	13	11.50	3.0
14	12.08	3.0	14	12.08	3.0
15	12.26	3.0	15	12.26	3.0
16	12.44	3.0	16	12.44	3.0
17	13.02	3.0	17	13.02	3.0

RETURNS DOCK.

HONGKONG AND WHARF DOCKS.

S.M.S. Cormoran

John Prentice

Gloria

Upton

Serie Bandier

Ilha Verde

Daljin Maru

TAIKOO DOCKS.

Saveric

Tai On

Callao

Black Thane

Post Office.

Only fully prepaid letters and postcards are transmissible by the Siberian Route to Europe.

Mails from Europe via Siberia:—

Date of Despatch from London, 15th May

Date due in Hongkong, 15th inst.

Vessel, E. E. Friedrich

A Mail will close for:—

Swatow, Amoy and Tamsui—Per *Daljin Maru*, 12th June 9 a.m.

Halphong—Per *Hanoi*, 13th June 9 a.m.

Singapore, Penang and Calcutta—Per *Kutchoo*, 13th June 11 a.m.

Swatow, Amoy and Fochow—Per *Hanching*, 14th June 9 a.m.

Chefoo and Tientsin—Per *Kutchoo*, 14th June 11 a.m.

Swatow and Shanghai—Per *Choyang*, 14th June 11 a.m.

Singapore, Penang and Bombay—Per *Ischia*, 14th June 11 a.m.

Manila—Per *Taming*, 14th June 2 p.m.

Chefoo and Tientsin—Per *Kutchoo*, 14th June 3 p.m.

Keelung, Moji, Kobe and Yokohama—Per *Tacoma Maru*, 15th June 11 a.m.

Batavia, Cheribon, Samarang, Sonabaya, and Macassar—Per *Tijladori*, 15th June NOON.

Europe, &c. India, via Taitcorin—Per *E. E. Friedrich*, 16th June 11 a.m.

Shanghai—Per *Szechuen*, 16th June 3 p.m.

Shanghai—Per *Hanching*, 16th June 3 p.m.

Manila—Per *Yusung*, 17th June 3 p.m.

Shanghai—Per *Anhui*, 17th June 3 p.m.

Manila, Yap, Friederich, Wilhelmshafen, Rabaul, Herbertshofe, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle—Per *Prins Sigismund*, 17th June 5 p.m.

Keelung, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Asia*, 18th June 11 a.m.

Oahu and Hilo—Per *Halphong*, 18th June 3 p.m.

SHANGHAI VIA SIBERIAN MAIL to Europe—Per *Chihwa*, 18th June 6 p.m.

Europe, &c. India via Taitcorin—Per *Yusung*, 18th June 11 a.m.

Shanghai—Per *Chen*, 23rd June 3 p.m.

Manila, Zamboanga, Port Darwin, Thursday Island, Oukotowa, Oatwa, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle—Per *Eastern*, 27th June 11 a.m.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.) Siberian Mail to Europe—Per *Empress of India*, 16th July 5 p.m.

Timo, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle—Per *Eastern*, 27th June 11 a.m.

Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.) Siberian Mail to Europe—Per *Empress of India*, 16th July 5 p.m.

Ships Passed The Canal.

15th May—Armand Behic, *Mishima Maru*, *Miyasaki Maru*, *Prins Ludwig*, *Hyson*, *Spectra*, 17th May—Dardanus, *Glenstrath*, *Libria*, *Nile*, *Nippon*, *Arabia*, 24th May—Bentley, *Calchas*, *Lordglen*, *Glamorgan*, *Shira*, *Kalwa*, *Kinich*, *Oceanic*, *Palma*, *Pala*, *Poono*, *Roon*, *Somali*, *Soyo Maru*, *Tenaka*, *Wray Castle*, 27th May—Alcinou, *Tonika*, *Kaga Maru*, *Kitazo*, *Maru*, *Polypamus*, *Verona*, 31st May—Brattila, *Glenak*, *Gobin*, *Kowang*, 3rd June—*Amelia*, *C. Ford*, *Loise*, *Braemar*, *Deucalion*, *Macdon*, *Jawa*, *Salanda*, *Sardania*, *Silata*, *Soyo Maru*, *Tamara*, *Yveric*, 7th June—*Benavrich*, *Ching Wo*, *Lutsw*, *Foreris*, 10th June—*Antenor*, *Alpina*, *Maru*, *Bulow*, *Candia*, *Ernst Simon*, *Iyo Maru*, *Katanga*, *Myrmidon*.

Arrivals at Home:—10th May—*Saxonia*, *St. Patrick*, 13th May—*Glascu*, *Polynesian*, *Lyndhurst*, 24th May—*Bentley*, *Bentley*, *Miyasaki Maru*, *Nippon*, *Prins Ludwig*, *St. Patrick*, *Sandia*, *Spectra*, *Yang Tse*, 27th May—*Dardanus*, *Finthier*, *Indramayu*, *Calchas*, *Oceanic*, 31st May—*Yang Tse*, *Glenstrath*, 1st June—*Nile*, 3rd June—*Sikh*, *Kilano Maru*, *Libria*, *Tenaka*, 7th June—*Glamorgan*, *Gobin*, *Kowang*, *St. Indrav*, 10th June—*Saxonia*.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT.
Alacrity	dispatch-vessel	700	4	3,000	Commander A. Lowndes	Wei-hai-wei
Astraea	cruiser, 2nd class	4,350	10	7,000	Captain R. B. Kiddie	Shanghai
Dedford	cruiser, 1st class	9,600	14	11,000	Captain F. H. B. B.	Shanghai
Drummond	river gunboat	710	6	900	Lt.-Comdr E. G. Washington	Shanghai
Britannia	river gunboat	710	6	900	Lt.-Comdr E. G. Washington	Shanghai
Cadmus	sloop	1,070	6	1,400	Commander H. L. P. Heard	Hongkong
Cherub	water tank and tug	390	—	100	Master S. West	Shanghai
Dillo	sloop	1,070	6	1,400	Commander G. T. Bennett	Hongkong
Fame	torpedo boat destroyer	390	6	5,700	Lt.-Comdr G. B. Hartford	Shanghai
Hardy	cruiser, 2nd class	4,350	10	7,000	Captain John Nicholas	Shanghai
Hardy	torpedo boat destroyer	375	6	4,000	Lt.-Comdr G. B. J. Guy, V.C.	Wei-hai-wei
Hardy	torpedo boat destroyer	375	6	4,000	Lt.-Comdr H. S. Monroe	Wei-hai-wei
Hardy	torpedo boat destroyer	380	6	5,900	Lt.-Comdr G. G. Hesthote	Wei-hai-wei
Hardy	cruiser, 1st class	9,600	14	11,000	Captain S. Farquhar	Wei-hai-wei
Hardy	river gunboat	316	6	1,200	Lt.-Comdr G. G. Hesthote	Yangtsze
Hardy	surveying ship	1,070	6	1,400	Lt.-Comdr T. J. S. Lyne	Borneo
Hardy	armoured cruiser 1st class	14,500	14	17,000	Captain F. G. Learmonth	Wei-hai-wei
Hardy	cruiser, 1st class	9,600	14	11,000	Captain Geo. G. Gayley	Wei-hai-wei
Hardy	river gunboat	180	2	800	Captain L. R. Power, V.C.	Wei-hai-wei
Hardy	river gunboat	85	2	240	Lt.-Comdr G. F. Leith	West River
Hardy	torpedo boat destroyer	350	6	6,300	Lt.-Comdr G. H. Woodward	Yamato
Hardy	river gunboat	85	2	240	Commander E. Stevenson	Wei-hai-wei
Hardy	river gunboat	85	2	240	Lt.-Comdr J. J. White	Hongkong
Hardy	river gunboat	85	2	240	Lt.-Comdr R. J. Soubisey	West River
Hardy	river gunboat	85	2	240	Lt.-Comdr J. M. Barker	Yangtsze
Hardy	torpedo boat destroyer	350	6	6,300	Guns W. Barlow	Hongkong
Hardy	receiving ship	4,050	6	—	Commodore H. Lynn	Hongkong
Hardy	river gunboat	180	2	800	Lt.-Comdr H. R. Godfrey	Yangtsze
Hardy	river gunboat	710	6	900	Lt.-Comdr H. T. Atlay	Yangtsze
Hardy	torpedo boat destroyer	355	6	6,300	Lt.-Comdr G. C. Lloyd Thomas	Wei-hai-wei
Hardy	surveying ship	620	4	450	Lt.-Comdr G. L. Hancock	Singapore
Hardy	torpedo boat destroyer	350	6	5,900	Lt.-Comdr G. B. Hartford	Hongkong
Hardy	river gunboat	195	2	800	Lt.-Comdr B. R. Brooke	Yangtsze
Hardy	river gunboat	180	2	550	Lt.-Comdr M. H. Wilkins	Yangtsze
Hardy	river gunboat	180	2	550	Lt.-Comdr M. H. Wilkins	Yangtsze

SHARE QUOTATIONS.

Supplied by Messrs. B. S. KADOURIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE PERCENTAGE OF PROFIT LAST YEAR.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,500,000 \$1,000,000 \$500,000 }	\$2,517,518	{ 2 1/2% for half year ending 31.12.09 @ 6% 1/2% = \$25.11 }	4 1/2 %	{ \$940 sellers \$89.10 }
National Bank of China, Limited	99,915	7	6	{ \$4,000 \$3,000 }	\$30,558	\$2 (London 2/6) for 1908 .....	...	\$76 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$1,250,000 \$250,000 }	none	\$10 for 1908	6 %	177 1/2
North China Insurance Company, Limited	10,000	15	15	{ Tls. 2,000,000 Tls. 1,500,000 Tls. 500,000 }	Tls. 207,573	Final of 7/6 making 15/- for 1908	5 %	Tls. 110
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$1,000,000 \$750,000 \$250,000 }	\$287,984	{ Final of \$20 per share, making in all \$50 per share for 1908 and an interim divid- end of \$30 per share for 1909	6 %	\$825 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$750,000 \$250,000 }	\$707,517	\$12 and bonus \$3 for 1907	7 %	\$205
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$50	{ \$1,000,000 \$750,000 \$250,000 }	\$438,406	\$6 and bonus \$2 for 1908	7 1/2 %	\$174 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$750,000 \$250,000 }	\$425,218	\$27 for 1908	8 1/2 %	\$347 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$7,500 \$5,000 \$2,500 }	Dr. \$3,777	\$4% for 1908 .....	...	\$74 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$5,000 \$3,000 \$2,000 }	111	\$2 1/2 for year ending 30.6.1908 .....	...	\$53 sellers
Hongkong, Canton & Yacoo Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$250,000 \$150,000 \$100,000 }	\$20,766	Final of \$1 1/2 for account 1910	8 %	\$194 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred) Do. (Deferred)	60,000 60,000	15 15	15	{ \$450,000 \$300,000 \$150,000 }	13,755	{ 6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$1. 154 .....	...	\$68 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	1	1	{ \$200,000 \$150,000 \$50,000 }	192,994	{ 3rd in. of 2/- per sh. (comp. No. 12) making in all 4/- for '08 & interim of 1/- for ac. '09 }	5 %	94/- buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$100,000 \$75,000 \$25,000 }	12,159	{ A dividend of 7 % for y. ending 30.1.1910 A bonus of 5 % }	4 1/2 %	\$74 1/2 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$200,000 \$150,000 \$50,000 }	Dr. \$5,090	\$10 per share for 1909	5 1/2 %	\$164 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$70,000 \$50,000 \$20,000 }	Dr. \$135,891	\$3 for 1897 .....	...	\$26 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 1,000,000 Tls. 750,000 Tls. 250,000 }	Tls. 6 03	Tls. 10 for year ending 31.8.09 .....	...	Tls. 950 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	1	1	{ \$1,000,000 \$750,000 \$250,000 }	1,435	Final of 1/6 making 3/- for 1909	9 %	Tls. 18
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	{ \$600,000 \$450,000 \$150,000 }	none	First year .....	...	...
Ramb Australian Gold Mining Company, Limited	150,000	1	1	{ \$1,500,000 \$1,000,000 \$500,000 }	1,101	\$1 per share 13th dividend	5 %	\$7 1/2 sellers
Oriental Consolidated Mining Co., Ltd.	50,000	G \$10	G \$10	{ \$500,000 \$350,000 \$150,000 }	none	Final of Gold \$0.65 for 1909 in all G \$1.15 ..	...	35/-
Docks, Wharves & Godowns								
Feawick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$450,000 \$300,000 \$150,000 }	Dr. \$8,460	\$1.75 for year ending 31.12.06 .....	...	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ \$3,000,000 \$2,000,000 \$1,000,000 }	\$264,847	\$2 1/2 for 1909	4 1/2 %	\$58 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$2,500,000 \$1,500,000 \$1,000,000 }	\$138,755	Interim of \$1 1/2 for account 1909 .....	...	\$56 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 750,000 Tls. 250,000 }	Tls. 6,261	Interim of Tls. 2 1/2 for 1910	6 1/2 %	Tls. 78
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 607,257 Tls. 450,000 Tls. 157,257 }	Tls. 9,222	Final of Tls. 4 for 1909	7 1/2 %	Tls. 122
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 1,500,000 Tls. 1,000,000 Tls. 500,000 }	Tls. 4,314	Tls. 6 for year ending 29.2.09	18 %	Tls. 102 sellers
Central Stores, Limited	50,123	15	15	{ \$751,845 \$501,230 \$250,615 }	\$24,841	\$1.20 on old and 60 cents on first new issue \$2.50 on old shares and 1.30 on new shares for half year ending 31.12.09	2 %	\$16 buyers \$107 1/2 sales
Hongkong Hotel Company, Limited	8,000	\$50	\$25	{ \$400,000 \$300,000 \$100,000 }	\$1,217	Interim of 38 for account 1909	6 1/2 %	\$102 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$5,000,000 \$3,500,000 \$1,500,000 }	\$27,911	45 cents for 1909	6 %	\$84 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$1,500,000 \$1,000,000 \$500,000 }	\$5,471	\$2 1/2 for 1909	8 1/2 %	\$314 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	{ \$300,000 \$200,000 \$100,000 }	219	Final of 6 % bonus Tls. 1 for 1909	6 1/2 %	Tls. 110
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 3,900,000 Tls. 2,925,000 Tls. 975,000 }	Tls. 63,969	Final of \$1.83 for account 1909	8 1/2 %	\$40 sellers
West Point Building Company, Limited	12,500	\$50	\$50	{ \$625,000 \$450,000 \$175,000 }	31,958	Tls. 11 for year ending 31.10.09	8 1/2 %	Tls. 130 1/2 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 5	{ Tls. 1,000,000 Tls. 400,000 Tls. 600,000 }	15,992	50 cents for year ending 31.7.08	8 %	\$6 1/2 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$5	{ \$1,250,000 \$750,000 \$500,000 }	\$6,553	Tls. 7 1/2 for year ending 31.9.09	12 %	Tls. 62
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 1,750,000 Tls. 1,250,000 Tls. 500,000 }	Tls. 8,372	Tls. 6 for 1909	7 1/2 %	Tls. 74
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 1	{ Tls. 800,000 Tls. 600,000 Tls. 200,000 }	Tls. 4,830	Tls. 25 for 1909	10 %	Tls. 250
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 50	{ Tls. 1,000,000 Tls. 750,000 Tls. 250,000 }	Tls. 31,172	15 % per share for 1908 .....	...	\$10 buyers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ \$1,032,480 \$774,360 \$258,120 }	2,548	60 cents for 1909	6 %	\$104 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$720,000 \$540,000 \$180,000 }	149,000	10 cents for year ended 28.2.06 .....	...	\$1.80 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$500,000 \$350,000 \$150,000 }	\$61,138	80 cents for 1909	9 %	\$84 sellers
Do. Do. special shares	10,000	\$1	\$1	{ \$100,000 \$75,000 \$25,000 }	2,602	\$1.20 for year ending 31.7.09	6 1/2 %	\$19 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$1,250,000 \$900,000 \$350,000 }	\$1,801	{ Final of 40 cents making in all 75 cents per share for 1909	10 %	\$7 1/2 sellers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	{ \$300,000 \$225,000 \$75,000 }	\$4,390	80 cents for year ending 31.12.08	6 1/2 %	\$11
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$4,000,000 \$3,000,000 \$1,000,000 }	\$670	{ A dividend of \$1.20 per share and a bonus of 10 cents	6 %	\$79 1/2 sellers
H. Price & Company, Limited	12,000	\$10	\$10	{ \$120,000 \$90,000 \$30,000 }	\$11,798	Final of \$3 for 1909	6 %	\$160 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$600,000 \$450,000 \$150,000 }	\$7,616	Final of \$1 making in all \$2 for 1910	9 %	\$24 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$125,000 \$90,000 \$35,000 }	\$6,176	4th interim of Tls. 12 1/2 for 1909	5 %	Tls. 1,400
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ \$600,000 \$450,000 \$150,000 }	Tls. 126,682	{ 80 cents on fully paid shares and 18 cents on 31 paid shares for year ending 30.1.10 ..	5 1/2 %	\$144
Maatschappij tot Mijn- en Landbouw exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,500 Tls. 412,500 Tls. 135,000 }	126,682	None .....	...	\$11 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$250,000 \$187,500 \$62,500 }	\$3,014	Final Tls. 5 making Tls. 5 for 1908	2 %	Tls. 240 sellers
Peak Tramways Company (new)	50,000	\$10	\$10	{ \$500,000 \$375,000 \$125,000 }	18,640	None .....	...	\$25 buyers
Philippine Company, Limited	75,000	\$10	\$10	{ \$750,000 \$562,500 \$187,500 }	18,640	40 cents for year ending 31.5.09	8 %	\$5.10
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 14,810 Tls. 11,100 Tls. 3,710 }	Tls. 5,250	60 cents for year ending 31.12.09	8 %	\$8 1/2 sellers
South China Morning Post, Limited	6,000	\$25	\$25	{ \$150,000 \$112,500 \$37,500 }	Dr. \$51,096	60 cents per ord. share for year ending 31.5.09	5 %	\$14 1/2 sellers
Steam Laundry Company, Limited	20,000	\$25	\$5	{ \$500,000 \$375,000 \$125,000 }	none	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906 .....	...	\$5 1/2 sellers
Union Waterboat Company, Limited	50,000	\$10	\$10	{ \$500,000 \$375,000 \$125,000 }	\$342	First year .....	...	\$35 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	{ \$100,000 \$75,000 \$25,000 }	\$2,613	None .....	...	\$35 sellers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	{ \$900,000 \$675,000 \$225,000 }	\$782	None .....	...	\$35 sellers
William Powell, Limited	15,000	\$7	\$7	{ \$105,000 \$78,750 \$26,250 }	none	None .....	...	\$35 sellers
Societe des Papiers et Papeteries du Tonkin	1,300	50 Halpang Nominal	25 Curren- cy	{ none none none }	none	None	\$35 sellers

Intimations

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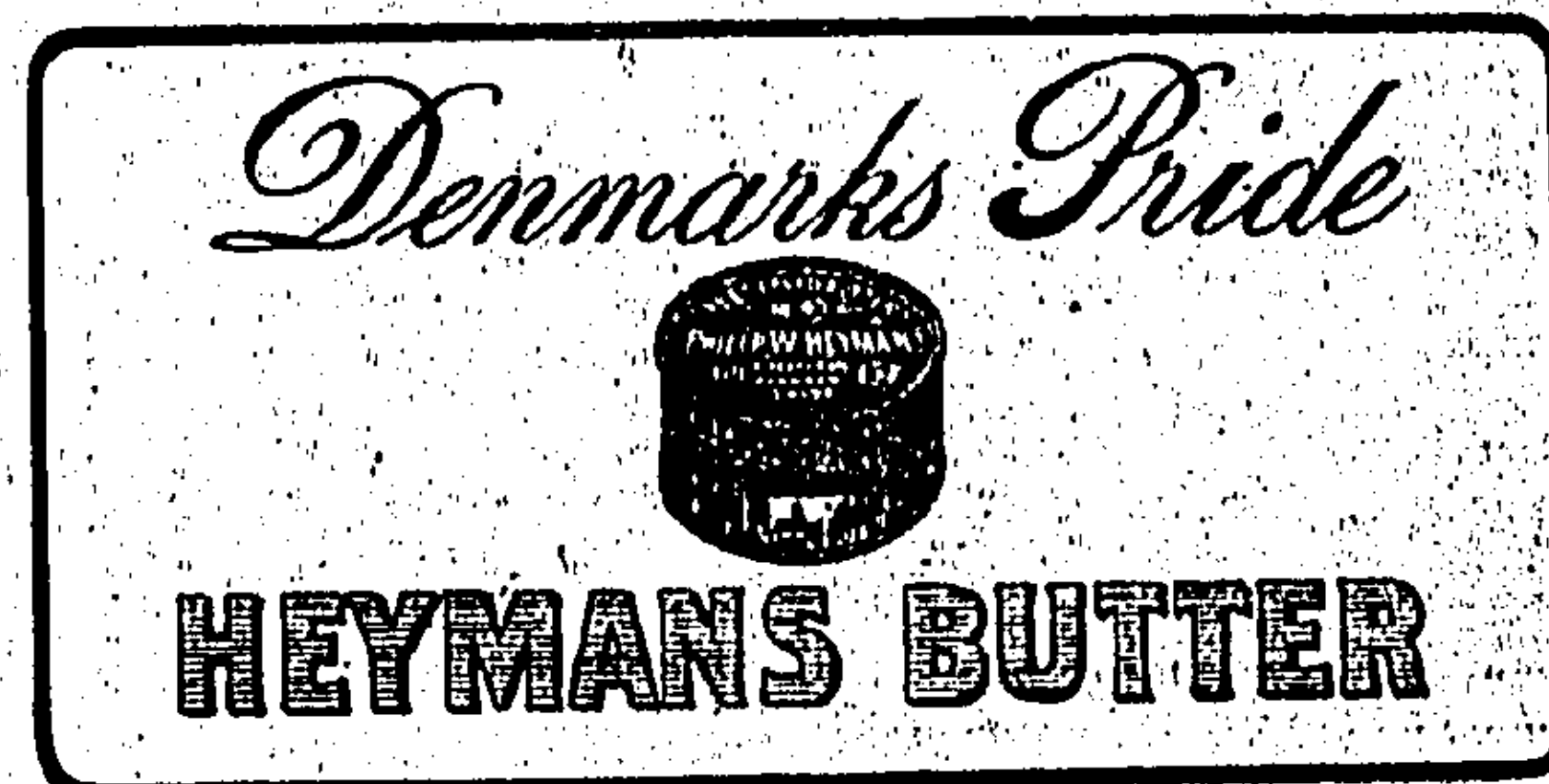
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Hongkong, 8th June, 1910.

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